



**Joint Compatibility Transportation Plan  
Alternatives Workshop  
June 16, 2021  
Virtual Teams Meeting  
12 p.m. – 4 p.m.**

**MEETING SUMMARY**

**Welcome**

Katie Ketterer, City of Bremerton Public Works and Study Project Manager welcomed the group to the Joint Compatibility Transportation Plan alternatives workshop. Katie facilitated introductions and thanked participants for helping the City develop solutions to improve the economic vitality and mobility of the area near Naval Base Kitsap-Bremerton (NBK-BR).

**Public Information Survey**

Katie gave an overview of the recent public information survey results. The goal of the survey was to gather feedback on where and how people are traveling within Bremerton. The project team completed the survey in February and 557 people participated. Katie highlighted key survey results, including the majority of respondents drove alone before the pandemic, most commuted to district 16, and almost 40% are traveling from south of district 16. Respondents reported working from home and driving alone more and using transit less during the pandemic. More convenient transit service or access to free parking would motivate drivers to use transit or vanpool services more. Respondents said roadway and shipyard access improvements were the most important projects to improve travel in Bremerton.

See Appendix A: Survey report for additional information.

**Study status and findings**

Alex Atchison, Parametrix, reviewed key transportation issues the project team identified including gaps in sidewalks, lack of safe bicycle facilities, limited parking, and congestion. Alex also noted bus service and park-and-ride capacity is limited within the area. Alex then reviewed operations at key intersections which show several issues caused by ferry traffic surges, NBK-BR shift changes, and traffic backups at security gates spilling into the surrounding neighborhood and impacting traffic through Bremerton. These issues result in more fatal and serious injury crashes. Alex reviewed parking data which shows that the demand for parking is far exceeding available parking.

**Modal breakout rooms**

Michael Horntvedt, Parametrix Project Manager, introduced the modal breakout room activity. He shared the interactive StoryMap which shows previous studies as a reference. He invited the group to develop a list of solutions based on the issues presented. Michael noted we are assuming the Gorst intersection will be improved in the future. Participants were invited to join each breakout group for 20 minutes and generated the following list of potential solutions.

See *Appendix B: solutions* for full list of ideas generated during breakout group discussions.



Attendance:

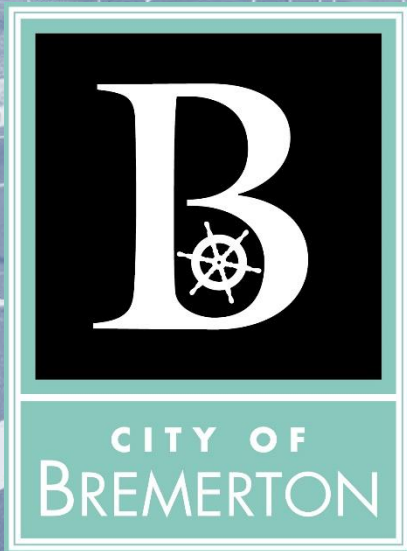
**Meeting Attendees:**

- Allison Satter, City of Bremerton
- Michael Dabling, Naval Base Kitsap – Bremerton
- Sara Felty, City of Bremerton Police
- Steffani Lillie, Kitsap Transit
- Garrett Jackson, City of Bremerton
- Fred Salisbury, Port of Bremerton
- Matthew Pahs, WSDOT Olympic Region
- Melinda Monroe, City of Bremerton
- Thomas Knuckey, City of Bremerton
- Richard Tift, Naval Base Kitsap – Bremerton
- Pam Vasudeva, WSDOT

**Project Team:**

- Katie Ketterer, City of Bremerton
- Jeff Arango, Framework
- Alex Atchison, Parametrix
- Matthew Hagen, Parametrix
- Michael Horntvedt, Parametrix
- Laura LaBissoniere Miller, PRR
- Emily Welter, Parametrix
- Miles Pomeroy, PRR
- Sarah Saviskas, Fehr and Peers
- Mallory Wilde, Parametrix

## Appendix A - JCTP Public Information Survey Results



# Joint Compatibility Transportation Plan

Survey Report DRAFT  
May 2021

# Table of Contents

<b>3</b>	<b>Introduction</b>
4	Study overview
5	Methodology
6	Key findings and recommendations
9	How to read this report
<b>10</b>	<b>Detailed Findings</b>
10	Pre-COVID travel behavior
17	During-COVID travel behavior
19	Post-COVID roadway improvements
<b>29</b>	<b>Appendices</b>
30	Appendix A: Survey instrument
40	Appendix B: Recruitment materials
42	Appendix C: Demographic profile

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# Introduction

# Study Overview

## Purpose and Approach

### Purpose

- The City of Bremerton is experiencing significant change as more people discover all this vibrant maritime community has to offer. The City and Naval Base Kitsap-Bremerton are developing the Joint Compatibility Transportation Plan to define solutions to improve mobility, outline parking strategies, and help create a vibrant community that invites people to live, work, and play.
- The City of Bremerton hired a Parametrix led consultant team including PRR. PRR is an independent research firm, to conduct a public opinion survey to learn more about where and people are traveling within the City.
- This report summarizes key survey findings. The City will use the survey results to inform potential solutions to improve safety and mobility throughout the study area.

### Approach

- The survey was conducted from February 3 to 28, 2021. A total 557 people completed the survey, with +/- 4% margin of error.
- Survey topics included trip origins and destinations, trip frequency, trip purposes, mode choice, impact of COVID-19 on travel behavior, issues that would influence travel mode after COVID-19, ideas on ways to improve travel in Bremerton, and standard respondent demographics.
- The City promoted the survey to Bremerton residents through the following channels (See Appendix B for recruitment materials examples):
  - The City's Joint Compatibility Transportation Plan website
  - Billboard announcement
  - City of Bremerton Social media
  - Email
  - Partnership with NBK-BR and NBK-SR (electronic updates and flyers)
  - Open house
  - The survey link was also shared to several community-based Facebook groups including: NBK-BR, Secret Bremerton, Manette Group, Downtown Business Association, Union Hill Neighborhood,
- Survey respondents represented a range of genders, ages, incomes, races, ethnicities, and locations in the Bremerton area. See Appendix C (p. 40-41) for a demographic profile of survey respondents.



# Methods

## In-depth analysis

- Correlation analysis was used to see if there were associations between demographic characteristics of respondents (age, gender, income, etc.), their travel behavior (i.e., mode choice, travel frequency, change in work commute since the statewide stay-at-home order ), and their perceptions on post-COVID travel improvements (e.g., most important projects to improve travel in Bremerton).
- To achieve the cut-off for statistical significance, estimates must have a 0.05 significance level (a 95 percent confidence level) and a correlation coefficient above 0.15 or below -0.15. This indicates a relatively strong relationship between two variables.
- Only statistically significant relationships are discussed throughout the report. When something is statistically significant, it means it is highly unlikely to be the result of random chance.

**This report summarizes survey results using charts. The totals in some charts may add up to somewhat more or less than 100% due to rounding or where respondents could select multiple responses. In addition, the total number of respondents varies from chart to chart based on how many people answered the question.**



# Key Findings

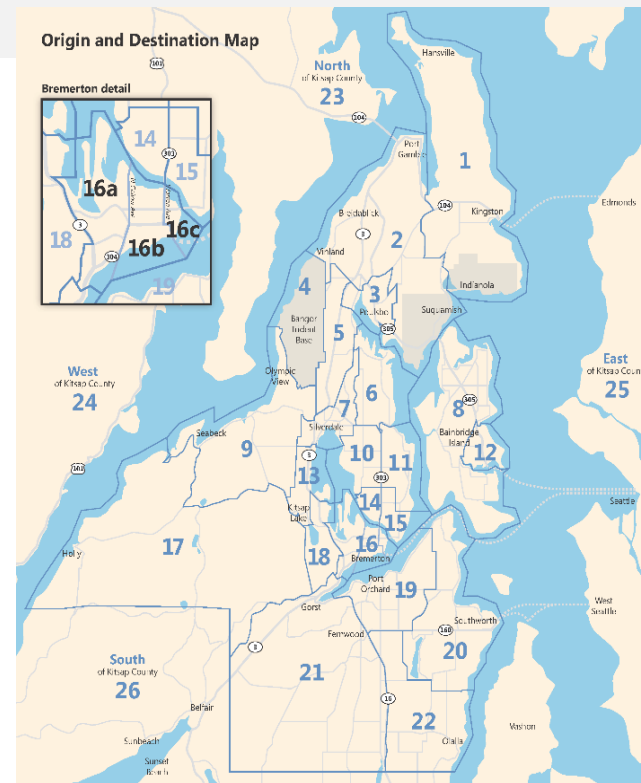
## Travel patterns

### Before the March 2020 stay-at-home order

- Most respondents (85%) traveled for work, but many also traveled for non-commute trips, such as food or drink (50%), errands (46%), and social or recreational activities (41%).
- Most respondents (88%) traveled to or in Bremerton; typically during peak hours (87% between 5 and 9 am; 90% between 2 and 7 pm).
  - Respondents began their work commute trips in places around the Kitsap Peninsula (top origins: districts 19 at 11% and 26 at 10% of respondents), whereas most (81%) had work-commute destinations in one place: district 16 (60% in district 16b).
- A majority (64%) drove alone. Few used transit, such as bus (8%) or ferry (7-8%), or other alternatives to single-occupancy vehicles such as walking (5% from home to workplace, 11% as part of commute), carpooling (10%), worker/driver bus program (10%), or biking (7%).

### After the March 2020 stay-at-home order

- Almost half (47%) of respondents said their work commute changed since March 2020, and mostly (72%) because they now worked more from home.
- Mode choices have changed too, shifting towards more driving alone (26%) or less public transit use (18%).



# Key Findings

## Encouraging mode shift

Encouraging people to use alternatives to driving alone comes down to convenience.

### Transit Use (top barriers and motivators)

#### Barriers:

- Riding the bus is inconvenient or takes too long (52%)
- I like the convenience of having my car (47%)
- I have to make stops on my way to/from work (36%)

#### Motivators:

- More frequent service (25%)
- Extended operation time (20%)
- Express service (18%)
- Direct service (18%)

### Alternative options (top motivators or improvements)

#### Vanpool:

- Free (17%) or reserved (17%) parking for vanpoolers
- Free ride home for emergencies (17%)
- Help establishing a vanpool (15%)

#### Carpool:

- Free (34%), reserved (33%), or reduced-fee (17%) parking for carpoolers
- Free ride home for emergencies (20%)
- Help establishing a carpool (19%)

#### Biking:

- Protected (36%), new (29%), or improved (22%) bike lanes

#### Worker/driver bus program

- Increased shift flexibility (33%)
- Extended transit operation time (29%)

# Key Findings

## Recommended improvements and communications

### Top improvements

Most important projects to improve travel in Bremerton:

- Roadway capacity (53%)
- Shipyard access (43%)
- Roadway efficiency (29%)
- Active travel (34%)

### Communications preferences

- Many (37%) respondents wanted to receive updates about Bremerton's transportation plan.
- Top ways to send updates:
  - Email (71%)
  - Facebook (41%)
  - The project website (32%)

# How to read this report

**Correlation results:** indicates whether there's a relationship between specific survey responses and respondent's characteristics. For example, respondents who have selected "increased shift flexibility" tend to be younger and travel to/in Bremerton to work.

Note: We are only calling out findings that are statistically significant.

**Descriptive title,**  
main takeaway

**Increased shift flexibility and extended operating hours would improve the worker/driver bus program**

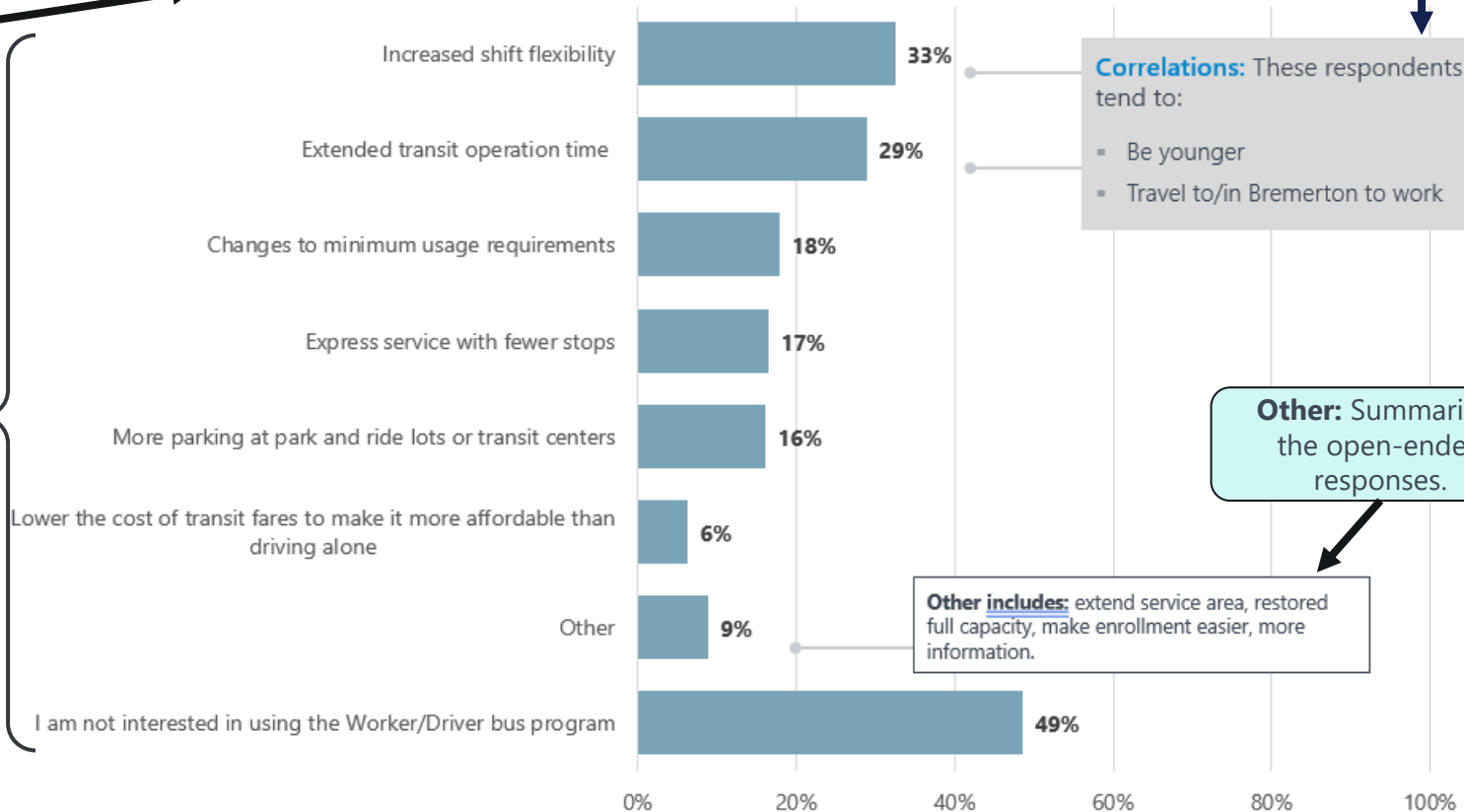
**Survey question**

**What are the top 3 things that would improve the Worker/Driver bus program for trips to the shipyard when things return to normal after COVID?**

**Base:** people who saw the question

Base: all respondents (n = 492). Multiple responses allowed. Percentages sum to more than 100%.

**Items & Results:** Some questions have multiple parts; this one asks about things that would improve the Worker/Drive bus program.



**Other:** Summarizes the open-ended responses.

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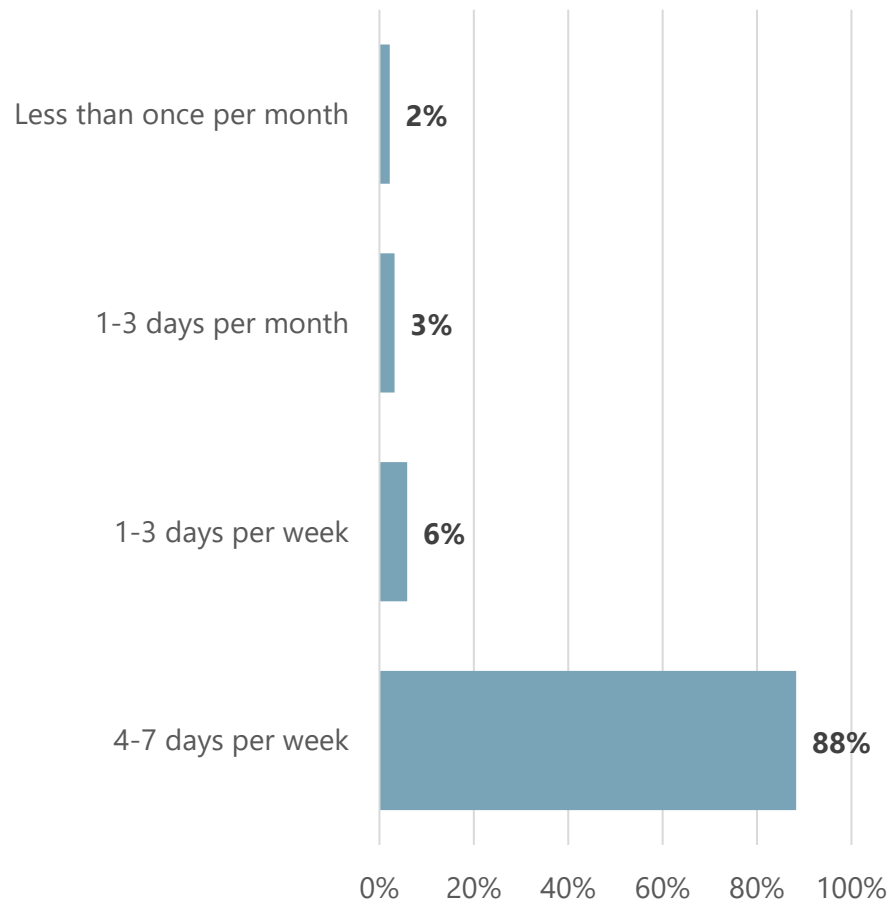
# Detailed Findings: Pre-COVID Travel Behavior

# Most respondents (85%) travelled to or in Bremerton 4-7 days per week before COVID restrictions, and most traveled for work.

## Before the stay-at-home order in March 2020...

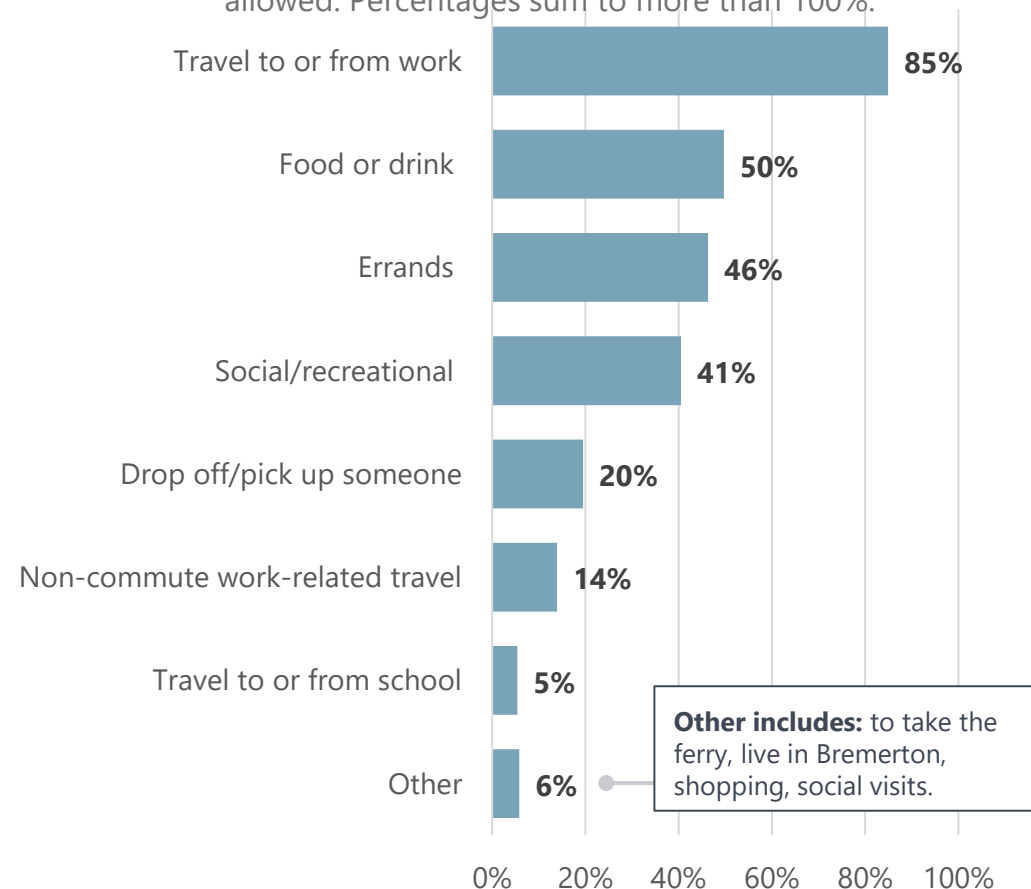
### how often did you usually travel to or in Bremerton?

Base: all respondents (n = 555).



### what was the purpose of your trips to or in Bremerton on weekdays? Please select all that apply.

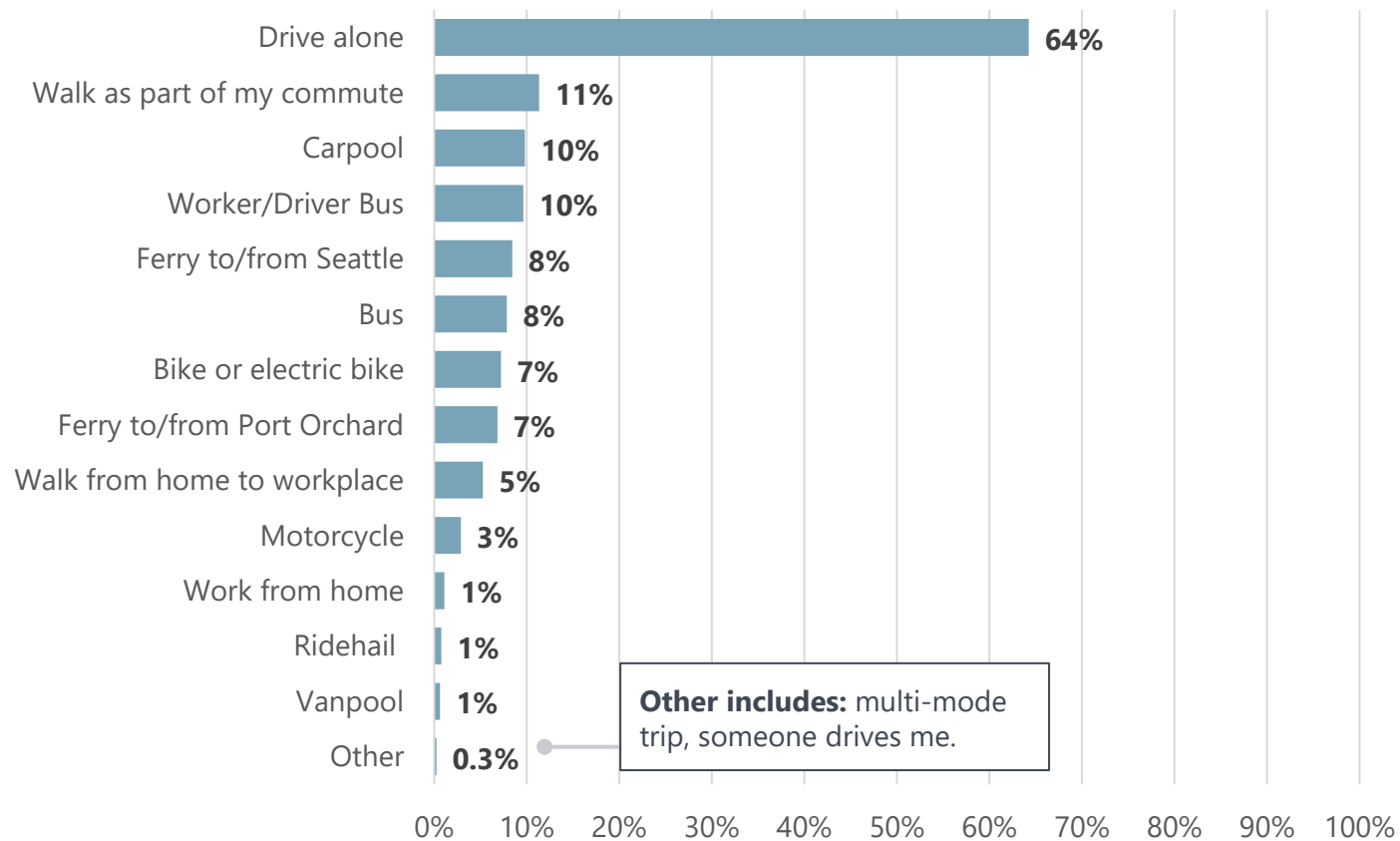
Base: all respondents (n = 555). Multiple responses allowed. Percentages sum to more than 100%.



# A majority of respondents (64%) drove alone for weekday trips to or in Bremerton before the pandemic.

**Please indicate the ways you typically commuted to work before COVID during weekdays? Please select all that apply.**

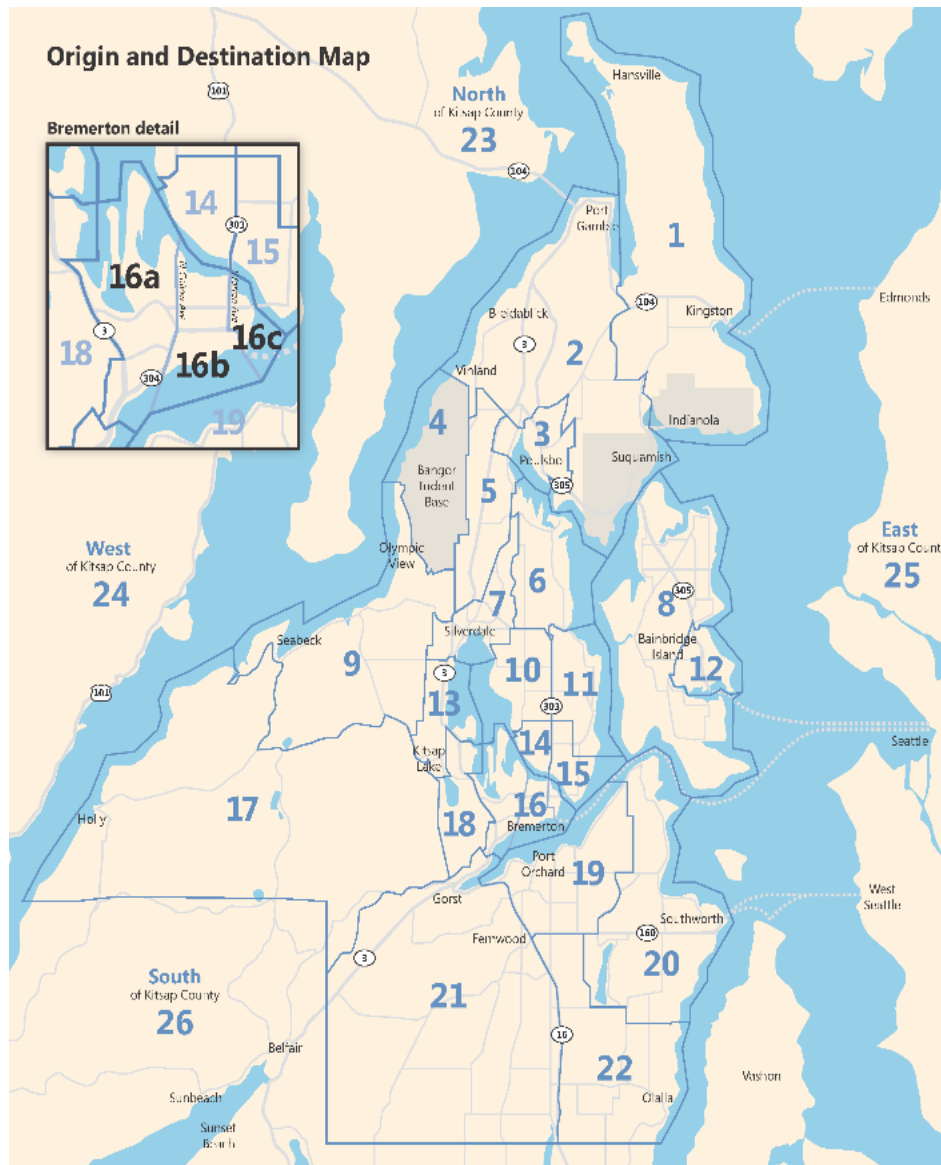
Base: all respondents (n = 471). Multiple responses allowed. Percentages sum to more than 100%.



*Note: The chart above averages across all weekdays. There are no substantive differences across weekdays.*



Most respondents commuted to district 16. Two-thirds began their commute less than 10 miles from district 16.



### Top work-commute origins:

Base: all respondents (n = 444). All other districts selected by less than 5% of respondents.

- District 19 (11%)
- District 26 (10%)
- Districts 15, 16a, 16b 21 (8%)
- District 10 (7%)
- District 20 (6%)

### Top work-commute destinations:

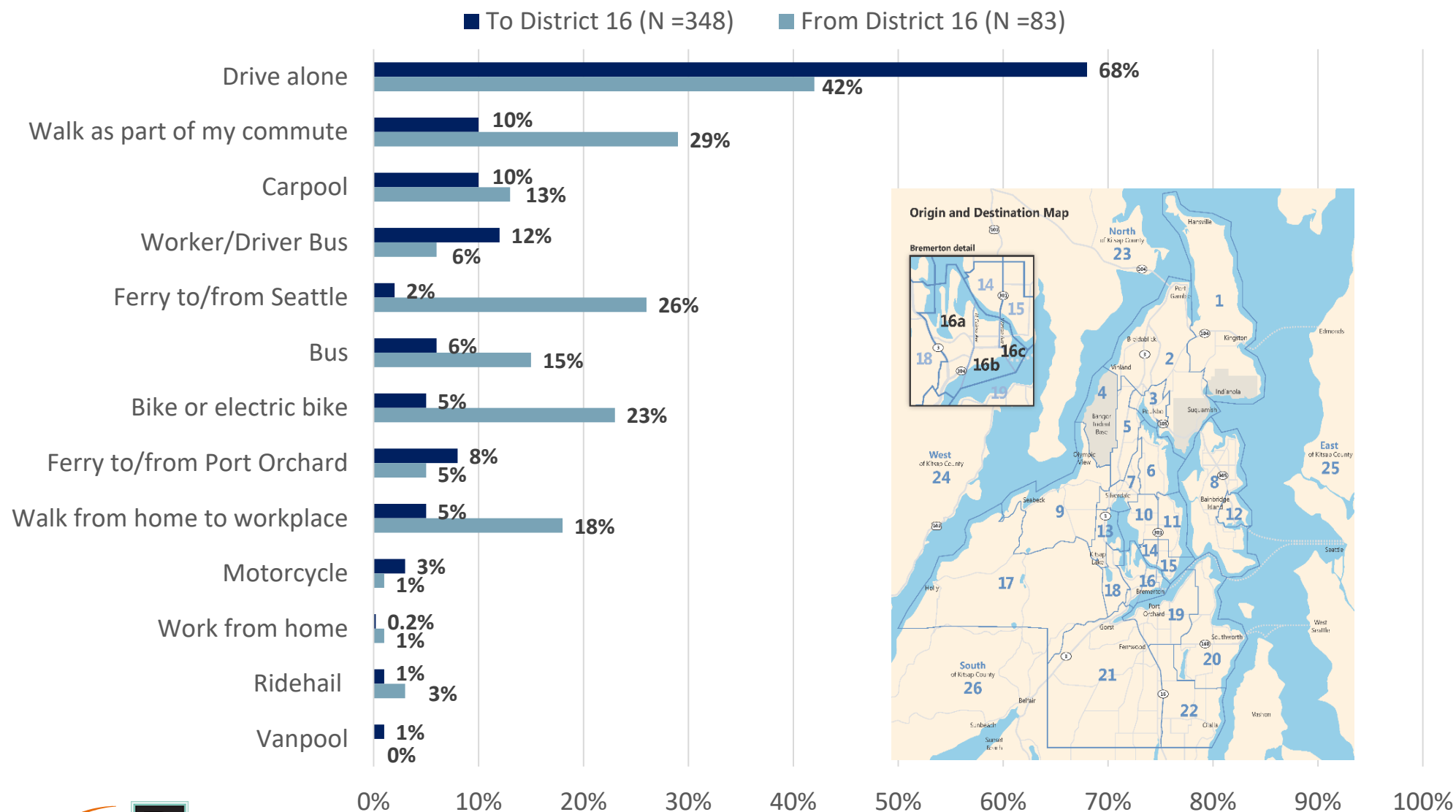
Base: all respondents (n = 429). All other districts selected by less than 5% of respondents.

- District 16b (60%)
- District 16a (11%)
- District 16c (10%)
- District 25 East of Kitsap County (7%)

# Travel mode for work commute trip to/from district 16

- Respondents who work at district 16 were more likely to drive or take worker-driver bus for their commute trips
- Respondents who live in district 16 were more likely to walk, bike, and take ferry for their commute trips.

## Travel mode: Respondents who travel to vs. from district 16



# Work commute trip origins to district 16

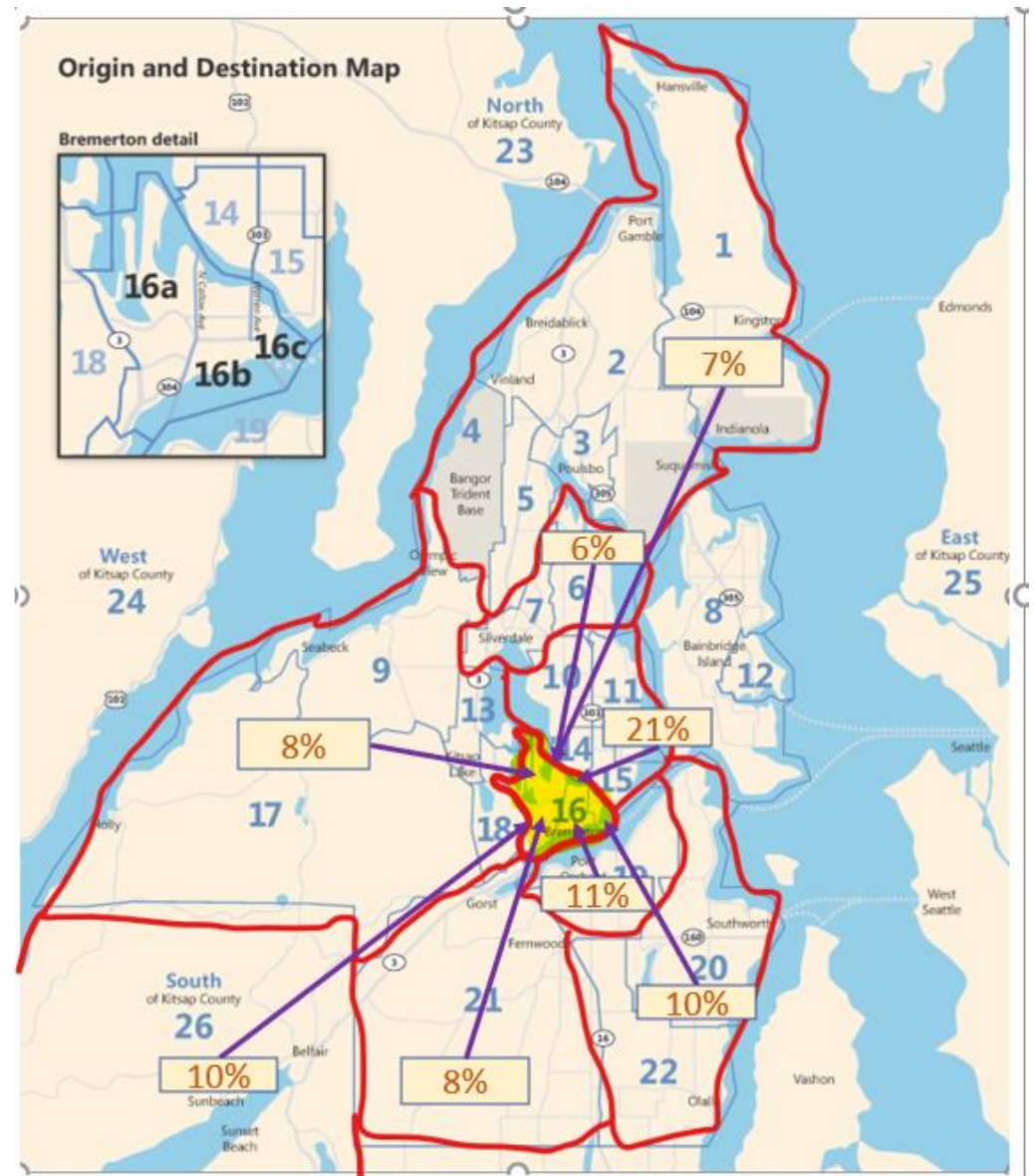
**The image to the right shows traffic flow from larger Freight Analysis Zones (FAZs, the red boundary) to district 16.**

Most (81%) of respondents reported they worked in district 16. For respondents who work in district 16:

- 39% travel from south of district 16 (districts 19-22, and 26).
- 21% travel from northeast of district 16 (districts 10, 11, 14, and 15).
- 13% travel from north of district 16 (districts 1-7).
- 10% travel from South of Kitsap County.
- 8% travel from west of district 16 (districts 9, 13, 17, and 18).

## Traffic flow from larger FAZs to district 16.

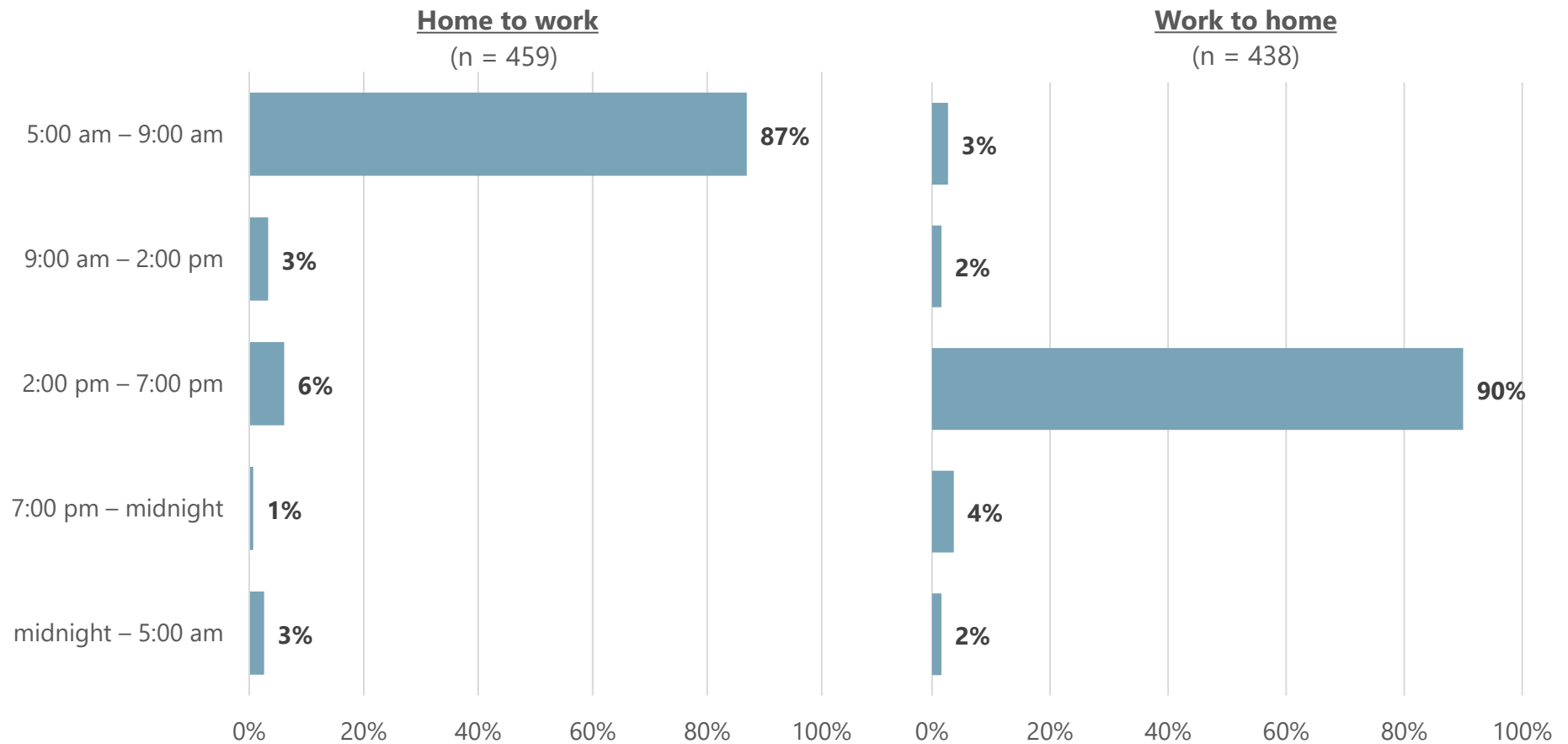
Base: Respondents who work in district 16 (n = 348).



# Most of respondents (87%) traveled between home and work during peak commute hours.

## Before COVID, thinking about the weekday work commute trips you made what time of day did you usually go from:

Base: all respondents who travel to/in Bremerton for work.



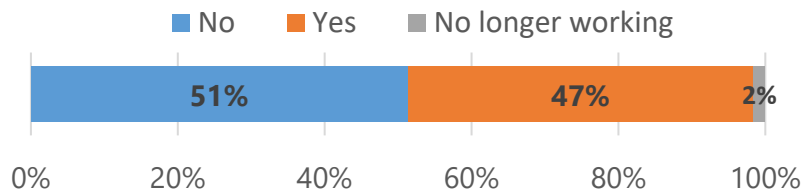
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# Detailed Findings: During-COVID Travel Behavior

# Respondents reported working from home and driving alone more since the pandemic, and using transit less.

## Has your work commute changed since March 2020 and the statewide stay-at-home order?

Base: all respondents who travel to or from work in Bremerton (n = 433).



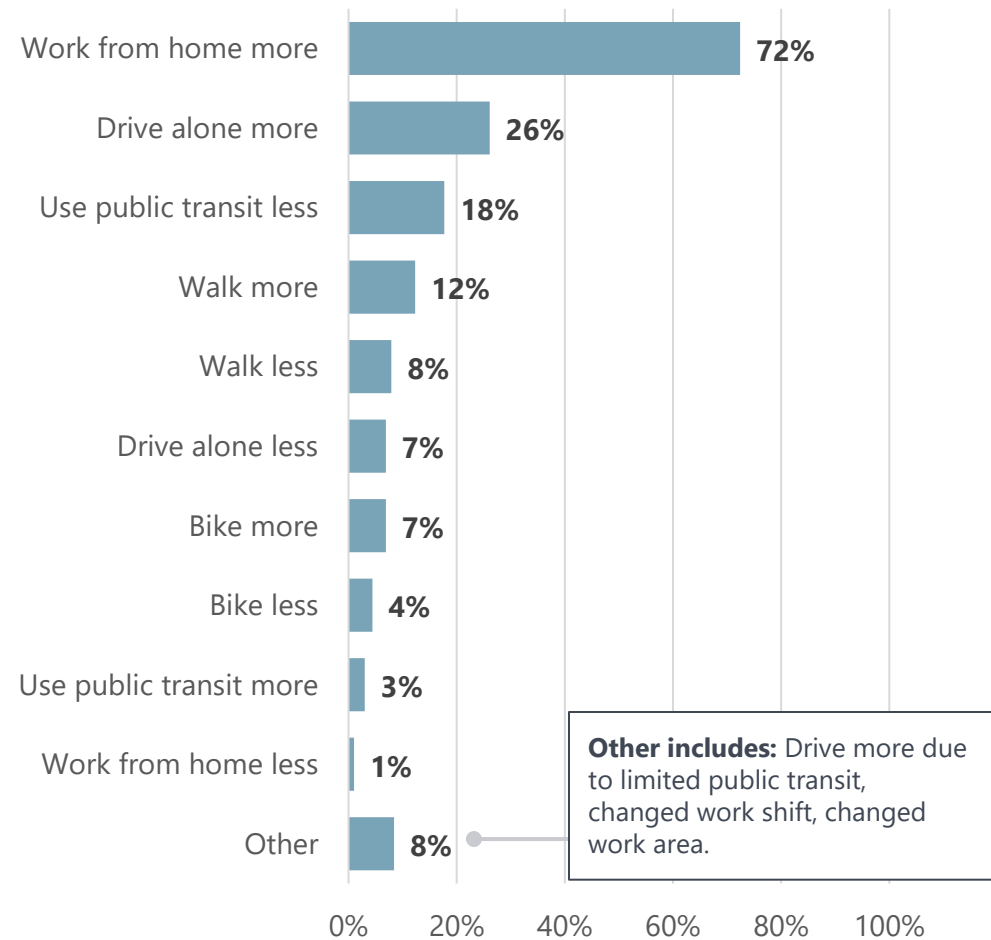
### Correlations

Respondents who have experienced a change in their work commute since COVID tend to:

- Have higher incomes
- Travel to/in Bremerton to run errands

## How has your work commute changed?

Base: all respondents who travel to or from work in Bremerton and whose work commute changed since March 2020 (n = 203). Multiple responses allowed. Percentages add may sum to more than 100%.



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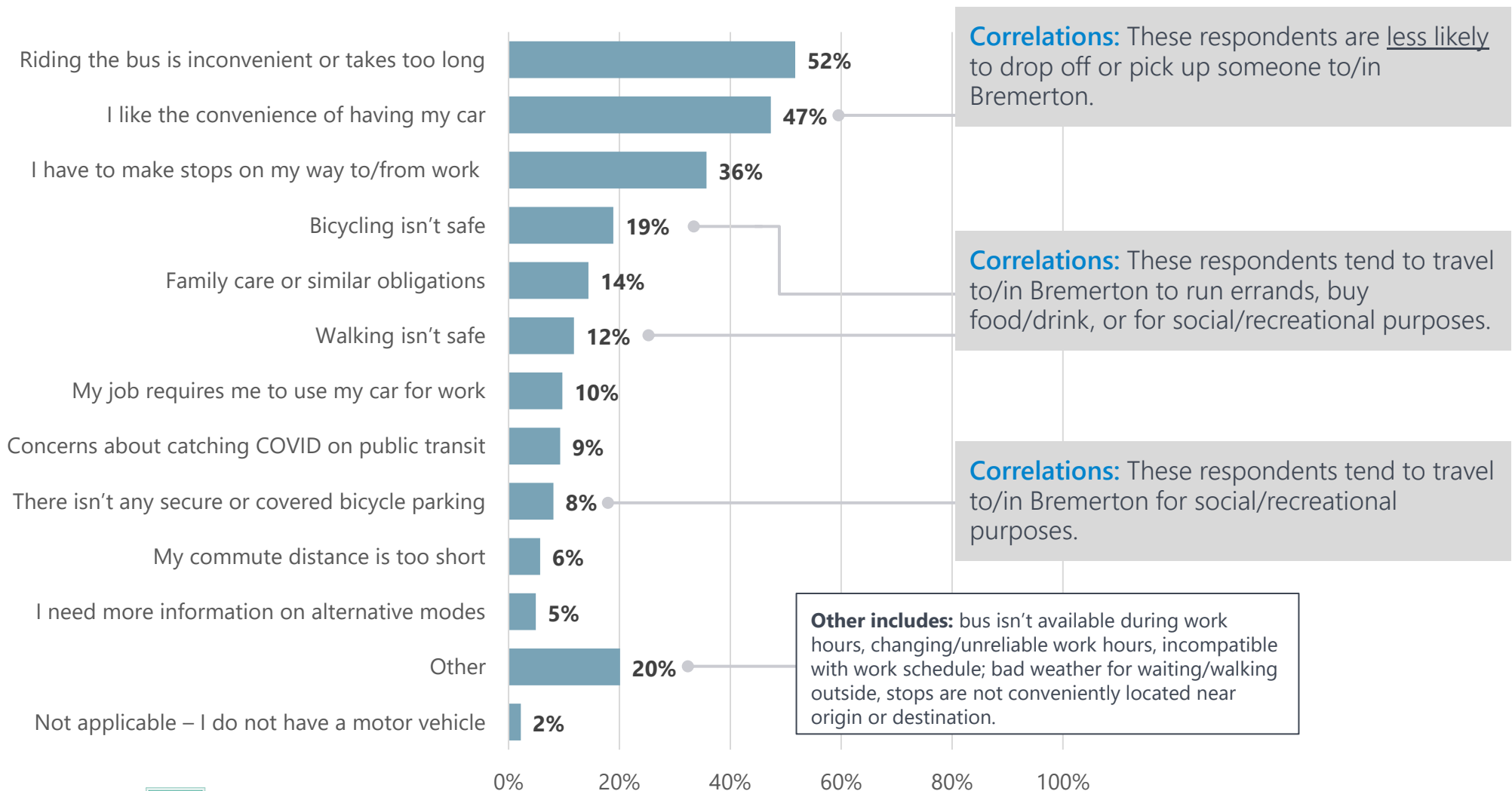
# Detailed Findings: Post-COVID Travel Improvements



# Convenience is a top reason respondents chose to drive alone.

## **After COVID, what would be the three top reasons you would drive alone instead of using an alternative travel mode for your trips to or in Bremerton?**

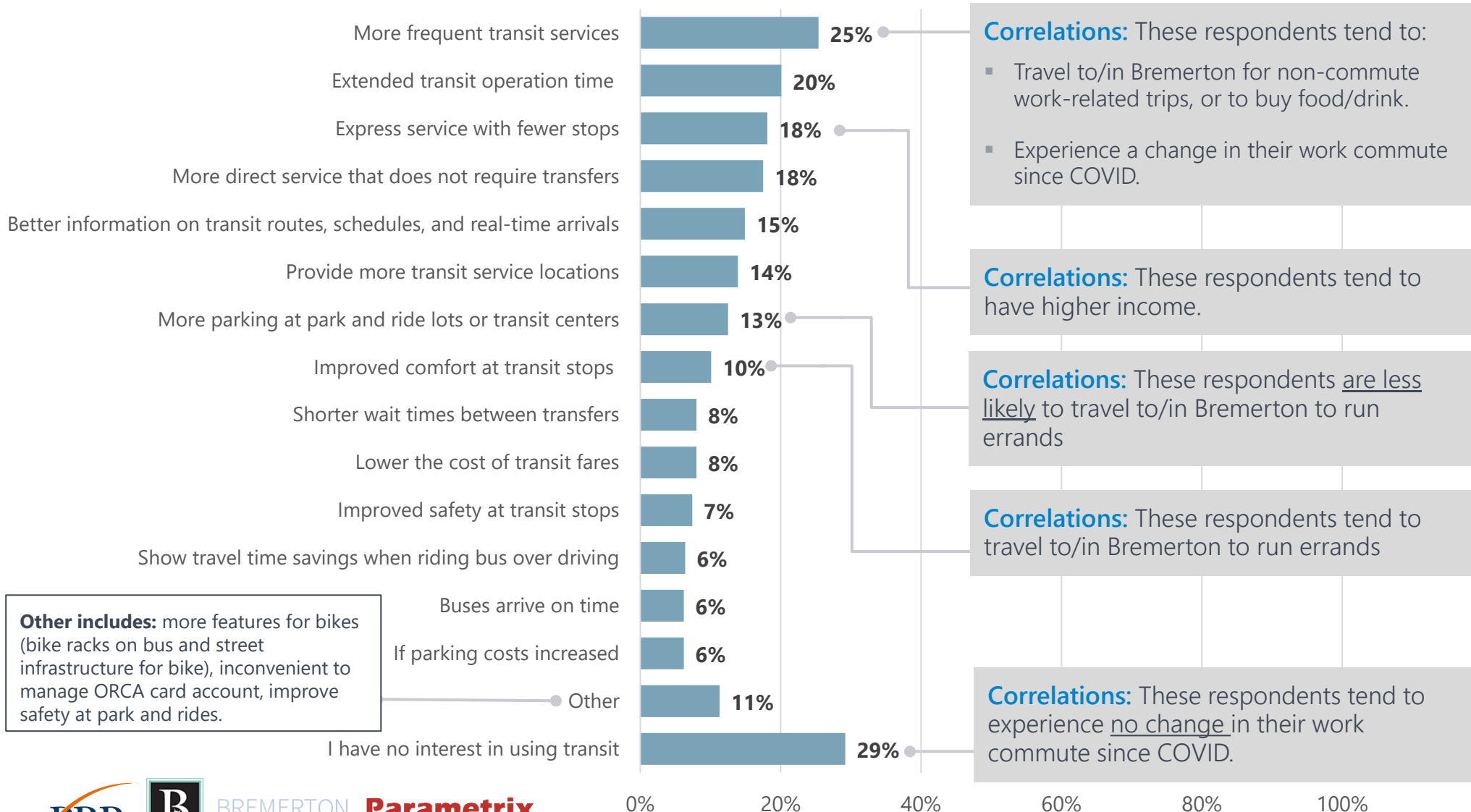
Base: all respondents (n = 507). Multiple responses allowed. Percentages sum to more than 100%.



# More convenient service (faster trips, longer operating hours) would motivate respondents to use transit more often.

## What are the top three features that would motivate you to use (or use more often) public transit for trips to or in Bremerton after COVID?

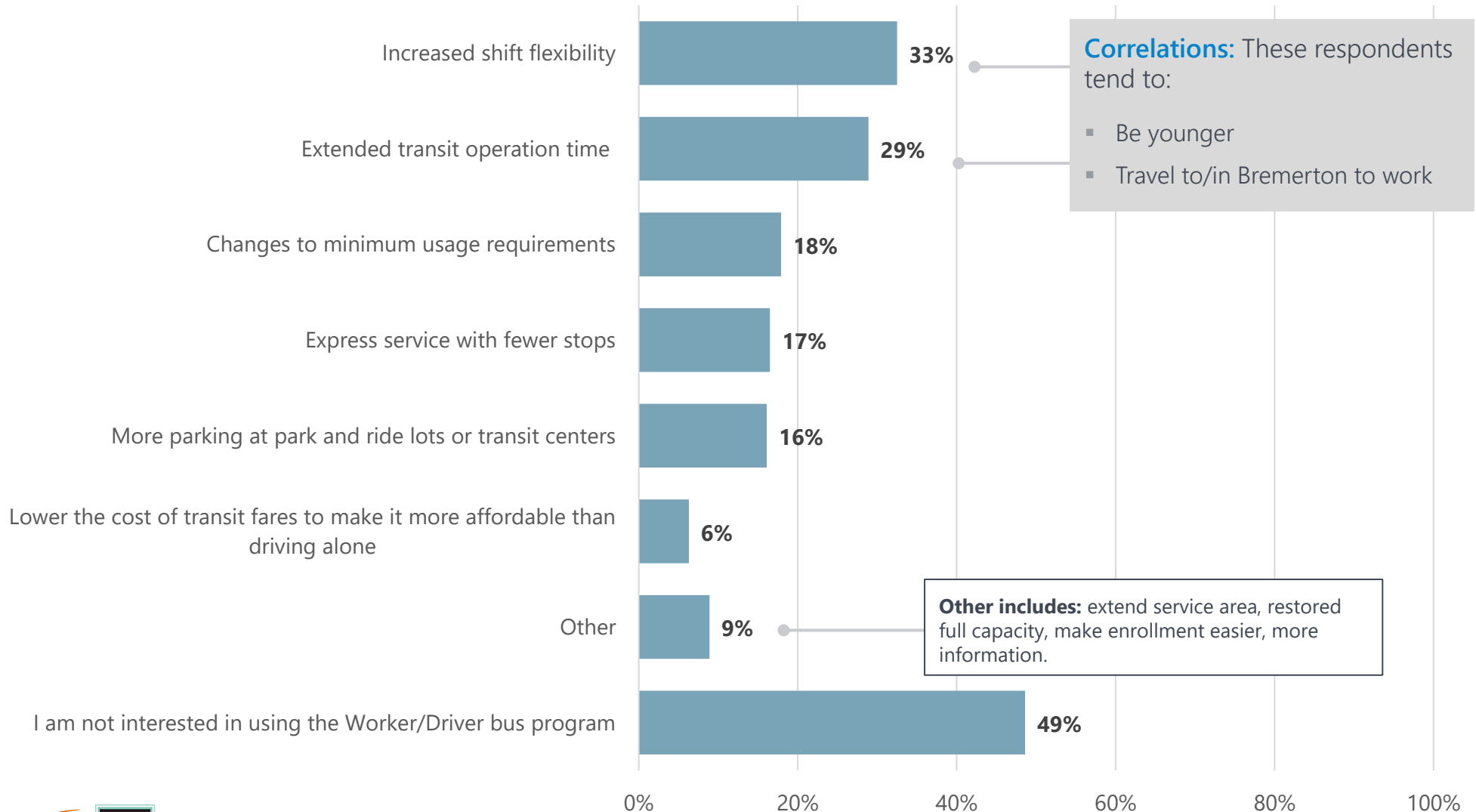
Base: all respondents (n = 497). Multiple responses allowed. Percentages sum to more than 100%.



# Increased shift flexibility and extended operating hours would improve the worker/driver bus program

## What are the top 3 things that would improve the Worker/Driver bus program for trips to the shipyard when things return to normal after COVID?

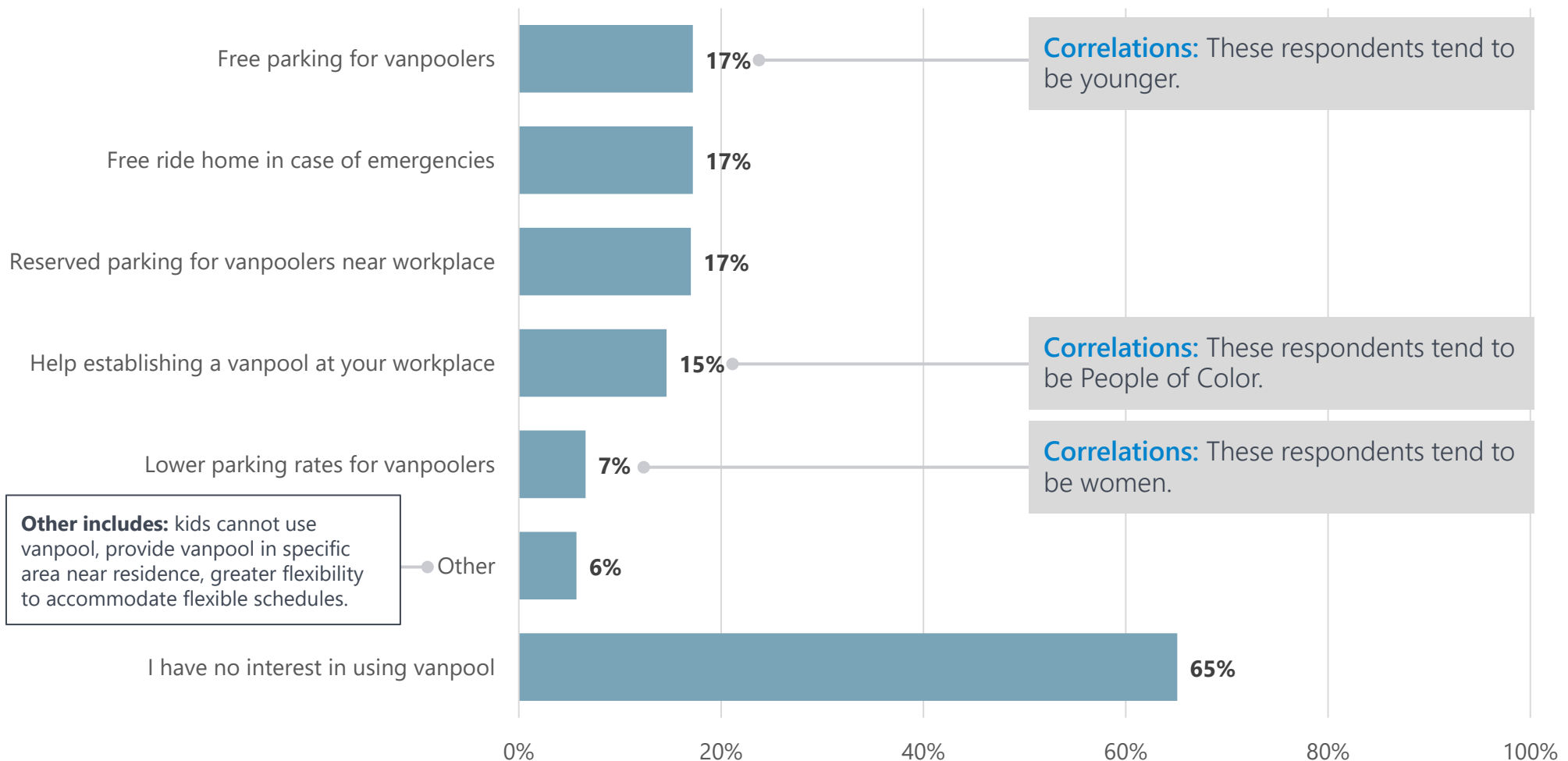
Base: all respondents (n = 492). Multiple responses allowed. Percentages sum to more than 100%.



# Free services (parking, ride home) and reserved parking near workplace would motivate respondents to use vanpool more often.

## What are the top 3 things that would motivate you to use a vanpool (or vanpool more often) for your trips to or in Bremerton when things return to normal after COVID?

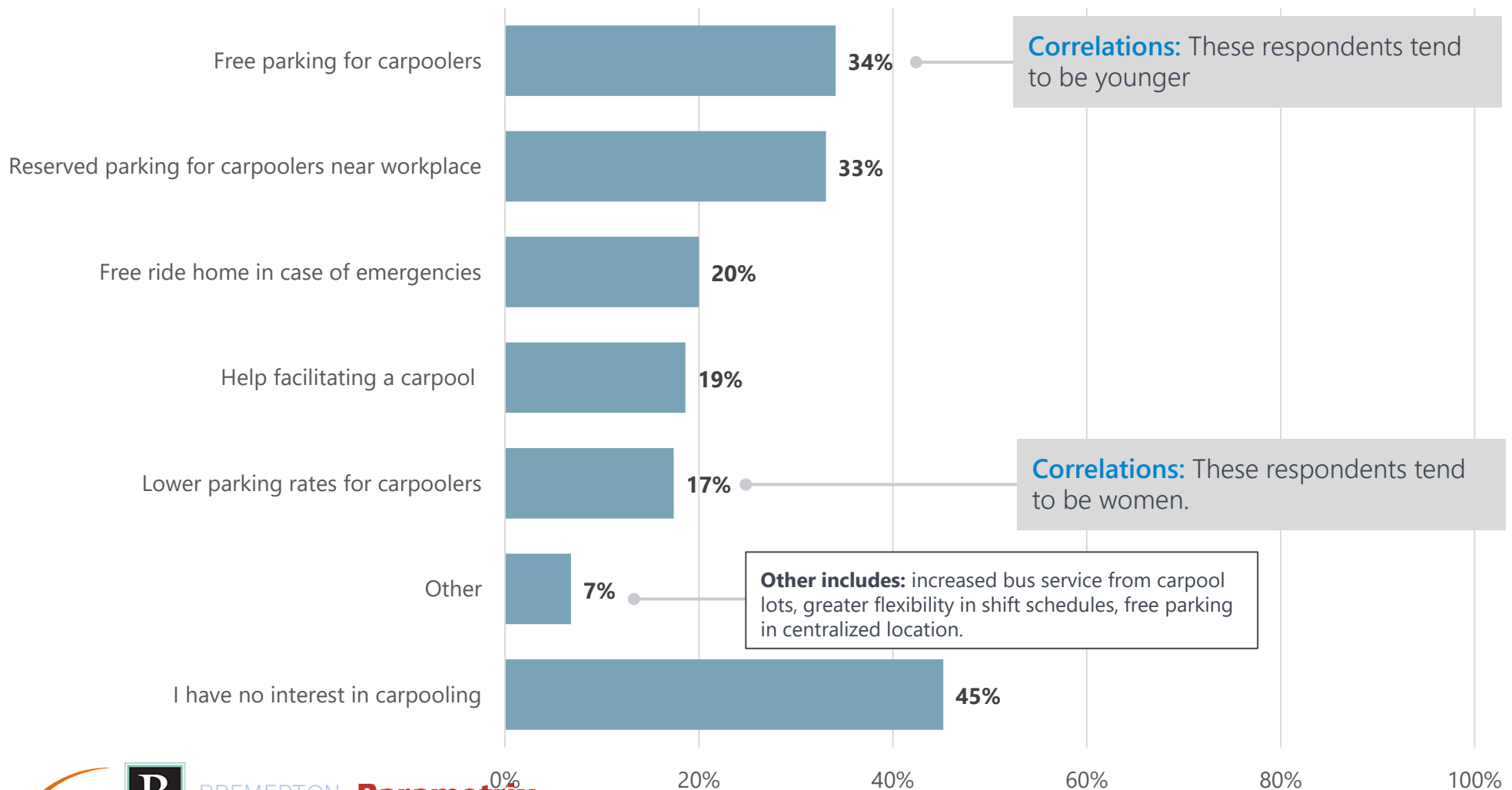
Base: all respondents (n = 487). Multiple responses allowed. Percentages sum to more than 100%.



# Free or reserved parking and reserved parking near workplace would motivate respondents to carpool more often.

## What are the top 3 things that would motivate you to carpool (or carpool more often) for your trips to or in Bremerton when things return to normal after COVID?

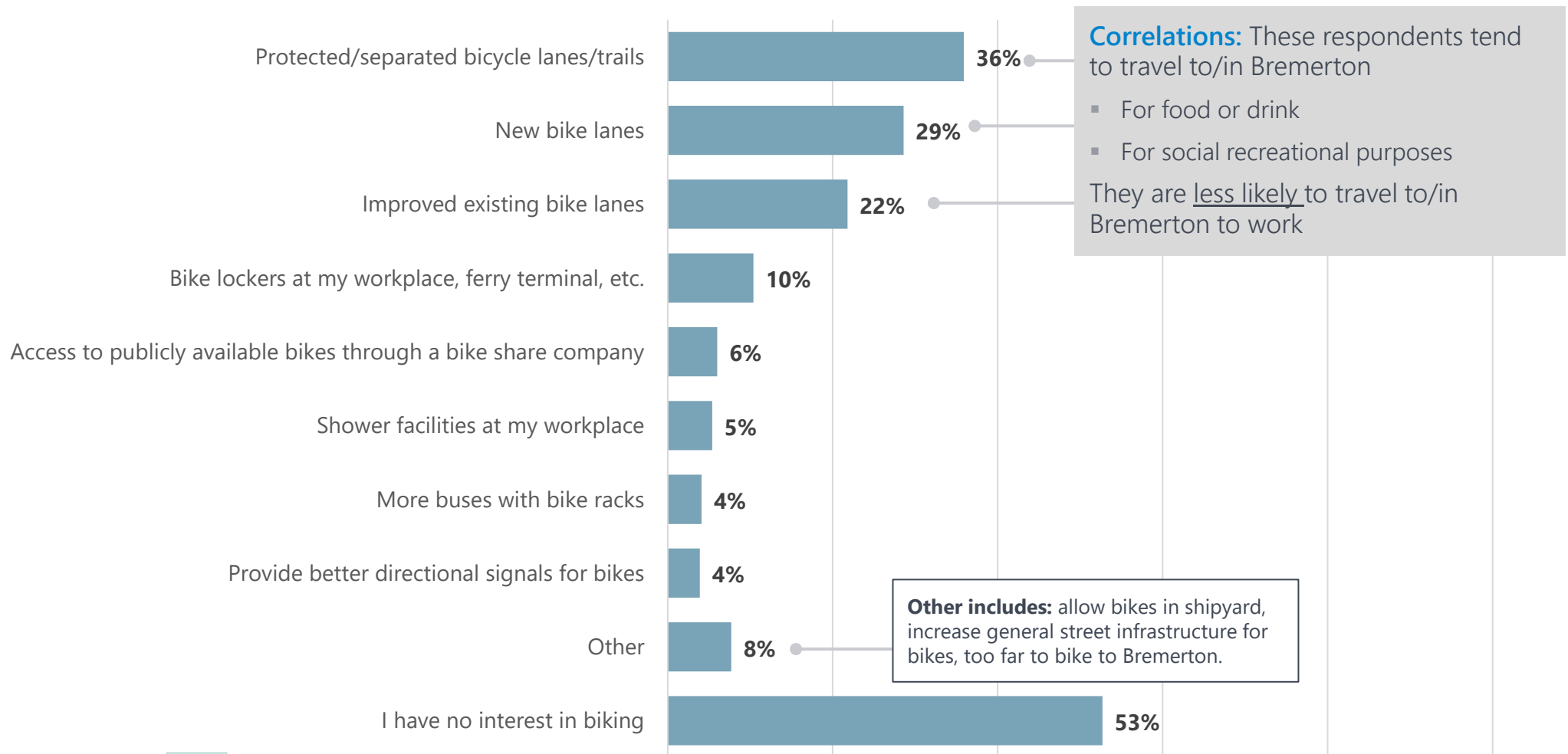
Base: all respondents (n = 484). Multiple responses allowed. Percentages sum to more than 100%.



# About one-third of respondents thought having “protected or separated bike lanes” would motivate them to bike.

## What are the top 3 things that would motivate you to bike (or bike more often) for your trips to or in Bremerton when things return to normal after COVID?

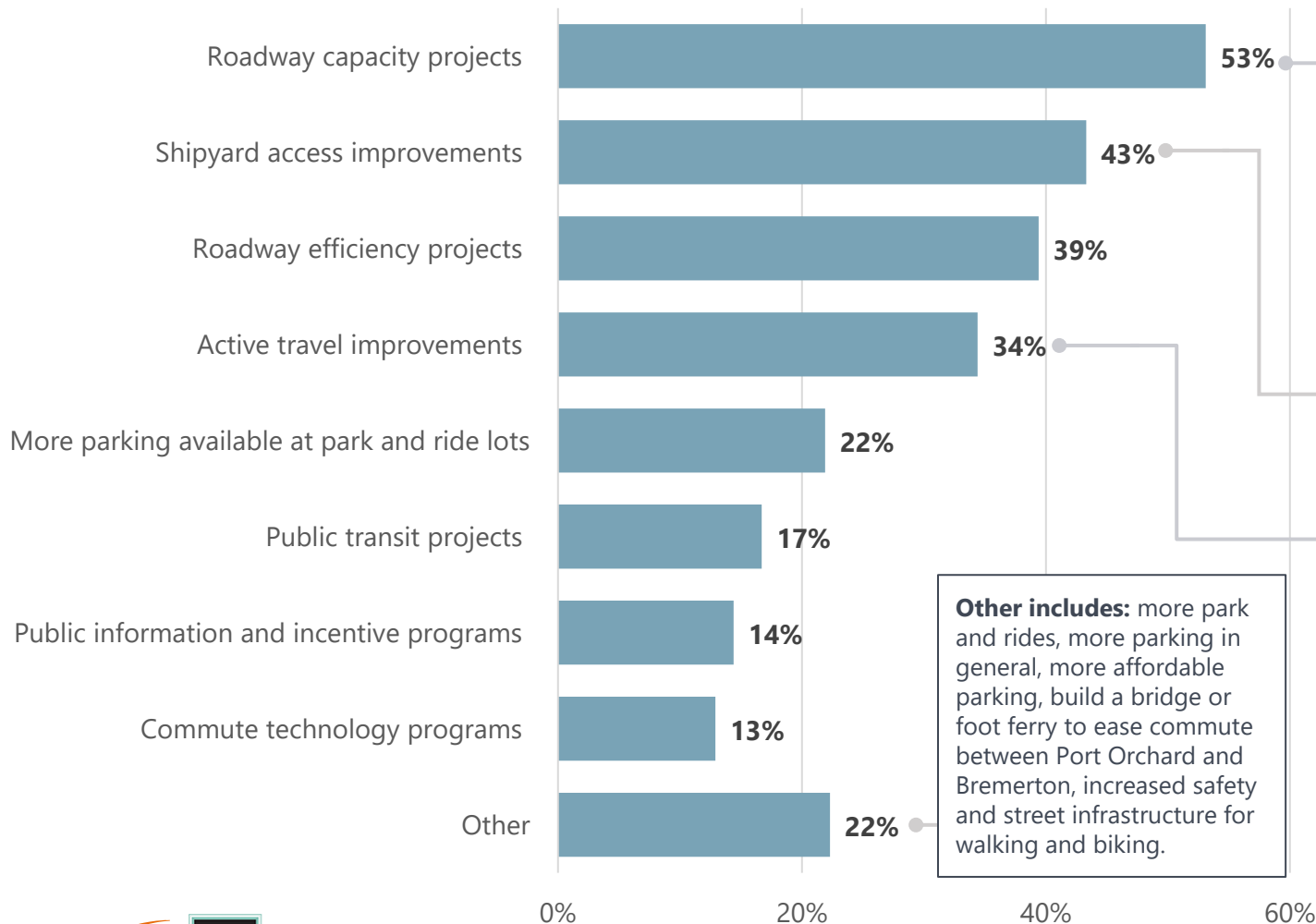
Base: all respondents (n = 482). Multiple responses allowed. Percentages sum to more than 100%.



# Respondents said roadway and shipyard access improvements were among the most important projects to improve travel in Bremerton.

## In your opinion, what are the three most important projects to improve travel in Bremerton?

Base: all respondents (n = 480). Multiple responses allowed. Percentages sum to more than 100%.



**Correlations:** These respondents tend to travel to/in Bremerton to work;

They are less likely to travel to/in Bremerton:

- To run errands
- For food or drink
- For social or recreational purpose

**Correlations:** These respondents tend to be younger

**Correlations:** These respondents tend to travel to/in Bremerton for all other purposes (Food/drink, errands, drop off/pick up someone, non-commute work-related travel, social/recreational trip) than work;

They are less likely to travel to/in Bremerton to work.

**Other includes:** more park and rides, more parking in general, more affordable parking, build a bridge or foot ferry to ease commute between Port Orchard and Bremerton, increased safety and street infrastructure for walking and biking.



# Respondents suggested investments in parking, traffic flow, and non-drive alone travel modes would improve travel in Bremerton.

## Parking

- Increase the number of multi-level parking structures (not single-level lots)
- Increase parking for shipyard employees specifically
- Lower/remove fees for employees
- Provide safe parking options
- De-monopolize Diamond parking

## Traffic flow

- Widen or add road through Gorst
- Build bridge to Port Orchard
- Reduce number of traffic lights and/or better time lights
- Improve traffic flow outside shipyard

## Non-drive alone travel modes

- Build more infrastructure for walking and biking
  - More protected bike lanes and storage
  - Safety for pedestrians (streetlights, intersection crossings, improve/add sidewalks, Infrastructure to support slower speeds in residential areas)
  - Improve pedestrian infrastructure to Shipyard
- More reliable bus system
  - Tracking system (like Onebusaway)
  - Expanded area for bus service (both origin and destination)
  - Address confusing and changing bus routes
- Incentive system for using alternative transportation modes (ex: by-passing traffic lights, bus only lanes)
- Improve ferry system (increase capacity, more reliable schedule, increase area service)

## Shipyard Policies

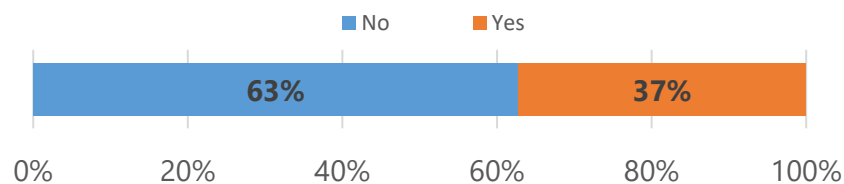
- Encourage employees to telecommute
- Stagger employee shifts to reduce traffic congestion
- Expand service area of shuttle buses (Gorst, Port Orchard, etc.)
- Allow bikes in shipyard

*The original question read "Did we miss anything? are there any other ideas you have for improving travel in Bremerton when things return to normal after covid?"*

# About 40% of respondents wanted to received updates about Bremerton's Transportation Plan (71% via email, 41% via Facebook).

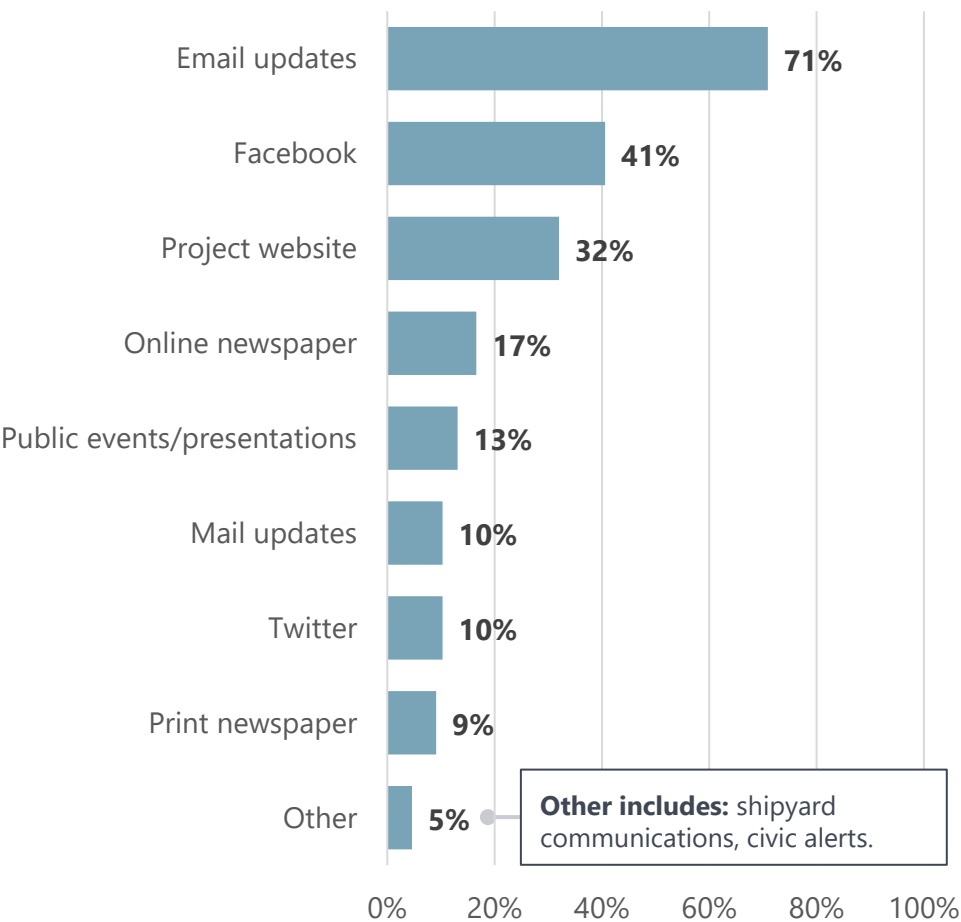
## Do you want to receive updates about Bremerton's Transportation Plan?

Base: all respondents (n = 476).



## As plans continue to develop, what are the top 3 best ways to keep you updated?

Base: all respondents who want to receive updates about Bremerton's Transportation Plan (n = 175). Multiple responses allowed. Percentages sum to more than 100%.



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# Appendices

# Appendix A: Survey instrument

## BREMERTON TRANSPORTATION PLAN SURVEY


The City of Bremerton is working with Naval Base Kitsap - Bremerton to outline what transportation improvements are needed to maintain base readiness and City livability. By sharing how you get around Bremerton you will make your voice heard and help improve travel for you and others in the Bremerton area. What we hear from you will help inform our transportation plan which aims to:

- Improve travel in the Bremerton area
- Maintain Naval Base Kitsap accessibility and mobility
- Support economic vitality in the City of Bremerton

**The survey takes about 10 minutes to complete. Your responses are anonymous and confidential.**

**The last day to complete the survey is February 28, 2021.**

Tips for taking the survey:

- Use the "Back" icon  at the bottom of each page to return to a previous page.
- If you are using a smartphone or tablet, please scroll all the way to the bottom to complete the full survey.
- Do not exit the survey until you are done.

If you have any technical difficulties with the survey, please contact [research@prrbiz.com](mailto:research@prrbiz.com)

Thank you for participating!



COVID-19 has changed so much about how we move around. For the next few questions, please think about how you got around **before the pandemic**.

**Before the stay-at-home order in March 2020**, how often did you usually travel to or in Bremerton?

- ☐ Less than once per month
- ☐ 1-3 days per month
- ☐ 1-3 days per week
- ☐ 4-7 days per week
- ☐ I have not traveled to or in Bremerton in the past year
- ☐ I have never traveled to or in Bremerton

**Before COVID**, what was the purpose of your trips to or in Bremerton during weekdays? Please select all that apply.

- ☐ Errands (bank, post office, medical visit, etc.)
- ☐ Drop off/pick up someone
- ☐ Travel to or from school
- ☐ Non-commute work-related travel
- ☐ Food or drink (restaurant, take-out, bar, etc.)
- ☐ Travel to or from work
- ☐ Social/recreational (park, friends or family, exercise, volunteer, religious activity, etc.)
- ☐ Other (please tell us more):

# Appendix A: Survey instrument, continued

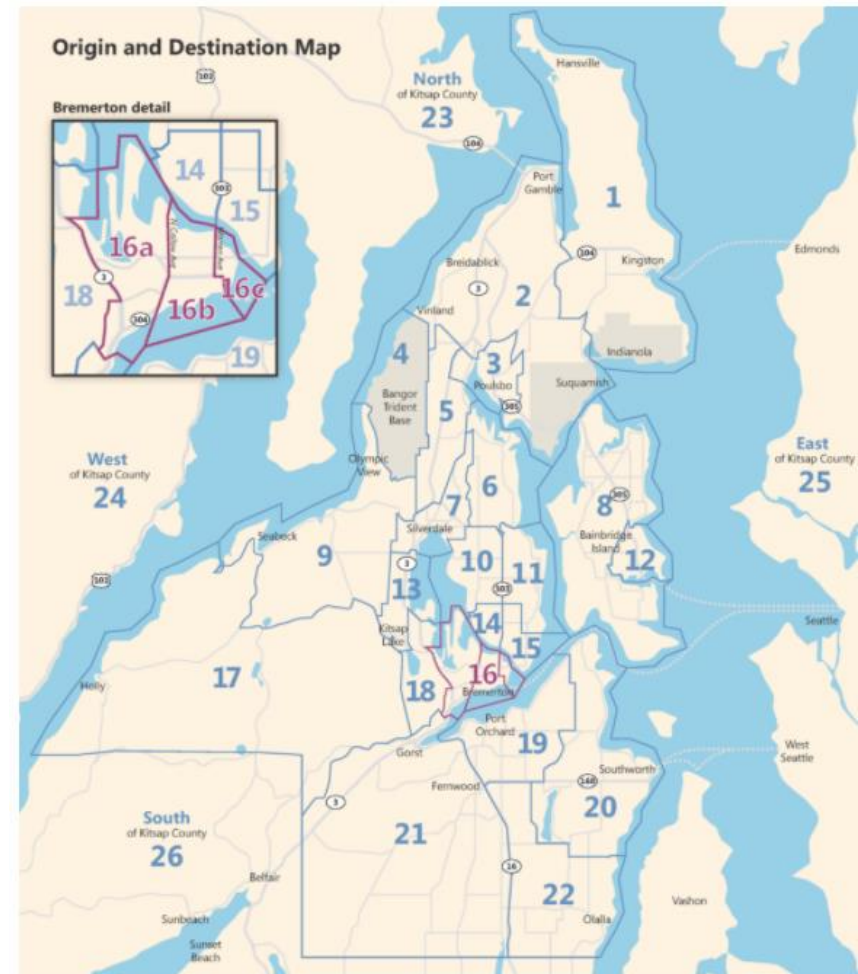
Please indicate the ways you **typically** commuted to work each weekday **before COVID**. For each travel method that you typically used, indicate which days you used that method. For example, you might drive to a Park and Ride lot and then take the bus.

	Monday	Tuesday	Wednesday	Thursday	Friday
Drive alone	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Carpool	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bus	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Worker/Driver Bus	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Motorcycle	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vanpool	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Ferry to/from Seattle	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Ferry to/from Port Orchard	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Ridehail (Uber, Lyft, Taxi, etc.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bike or electric bike	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Walk from home to workplace	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Walk as part of my commute	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Work from home	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other (please specify):	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Before COVID**, thinking about the weekday work commute trips you made, what time of day did you usually go from home to your work destination?

- ☐ 5:00 am – 9:00 am
- ☐ 9:00 am – 2:00 pm
- ☐ 2:00 pm – 7:00 pm
- ☐ 7:00 pm – midnight
- ☐ midnight – 5:00 am

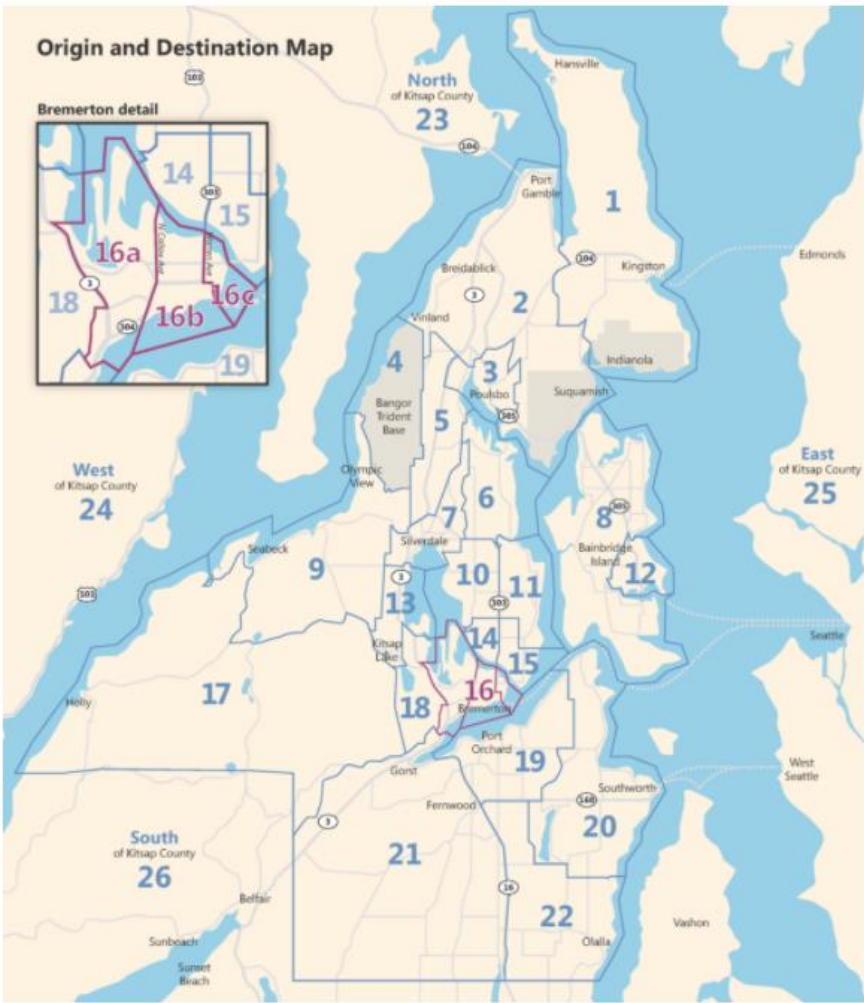
Using the map below, please indicate the district number where you usually **started** your work commute trip.




What town/city?

# Appendix A: Survey instrument, continued

Using that same map, please indicate the district number where your work is located.



What town/city?

## Appendix A: Survey instrument, continued

**Before COVID**, thinking about the weekday work commute trips you made, what time of day did you usually leave your work location?

☐ 5:00 am – 9:00 am

☐ 9:00 am – 2:00 pm

☐ 2:00 pm – 7:00 pm

☐ 7:00 pm – midnight

☐ midnight – 5:00 am

Now, we would like to learn more about **how COVID has changed your work commute travel behavior**. For these questions, please think about your work commute trips to or in Bremerton **during COVID (since March 2020 and the Washington State stay-at-home order)**.

Has your work commute changed since March 2020 and the statewide stay-at-home order?

☐ No

☐ Yes

☐ No longer working

How has your work commute changed? (select all that apply)

☐ Work from home more

☐ Work from home less

☐ Drive alone more

☐ Drive alone less

☐ Use public transit more

☐ Use public transit less

☐ Bike more

☐ Bike less

☐ Walk more

☐ Walk less

☐ Other (please tell us more):

Do you expect your work commute to return to normal post COVID?

☐ No

☐ Not sure

☐ Yes



## Appendix A: Survey instrument, continued

Now, we would like to learn your thoughts on different ways to improve travel to or in Bremerton **after COVID when the vaccine is widely available**.

**After COVID**, what would be the three top reasons you would drive alone instead of using an alternative travel mode for your trips to or in Bremerton? (Please only select up to 3)

☐ Concerns about catching COVID on public transit

☐ I have to make stops on my way to/from work (such as drop children at day care/school, run errands, etc.)

☐ Bicycling isn't safe

☐ Family care or similar obligations

☐ Walking isn't safe

☐ Riding the bus is inconvenient or takes too long

☐ My job requires me to use my car for work

☐ I like the convenience of having my car

☐ I need more information on alternative modes

☐ My commute distance is too short

☐ There isn't any secure or covered bicycle parking

☐ Other (please tell us more):

☐ Not applicable – I do not have a motor vehicle

What are the top three features that would motivate you to use (or use more often) public transit for trips to or in Bremerton when things return to normal **after COVID**? (Please only select up to 3)

☐ Extended transit operation time (e.g., earlier and/or later)

☐ Lower the cost of transit fares

☐ More direct service that does not require transfers

☐ Shorter wait times between transfers

☐ Better information on transit routes, schedules, and real-time arrivals

☐ More parking at park and ride lots or transit centers

☐ Express service with fewer stops

☐ Improved safety at transit stops

☐ Provide more transit service locations

☐ If parking costs increased

☐ Show travel time savings when riding bus over driving

☐ More frequent transit services

☐ Buses arrive on time

☐ Improved comfort at transit stops (such as shelters and lighting)

☐ Other (please tell us more):

☐ I have no interest in using transit

## Appendix A: Survey instrument, continued

What are the top 3 things that would improve the Worker/Driver bus program for trips to the shipyard when things return to normal **after COVID**? Worker/Driver buses are a unique Kitsap Transit program, which carry employees to the Puget Sound Naval Shipyard (PSNS).

☐ Express service with fewer stops

☐ Increased shift flexibility

☐ Extended transit operation time (e.g., earlier and/or later)

☐ More parking at park and ride lots or transit centers

☐ Lower the cost of transit fares to make it more affordable than driving alone

☐ Changes to minimum usage requirements

☐ Other (please tell us more):

☐ I am not interested in using the Worker/Driver bus program

What are the top 3 things that would motivate you to use a vanpool (or vanpool more often) for your trips to or in Bremerton when things return to normal **after COVID**?

Vanpool is a group of 5-15 commuters who ride to work together in a van provided by a transit agency or employer. (Please only select up to 3)

☐ Reserved parking for vanpoolers near workplace

☐ Free parking for vanpoolers

☐ Lower parking rates for vanpoolers

☐ Free ride home in case of emergencies

☐ Help establishing a vanpool at your workplace

☐ Other (please tell us more):

☐ I have no interest in using vanpool

## Appendix A: Survey instrument, continued

What are the top 3 things that would motivate you to carpool (or carpool more often) for your trips to or in Bremerton when things return to normal **after COVID**? (Please only select up to 3)

☐ Help facilitating a carpool (such as a carpool matching service)

☐ Free ride home in case of emergencies

☐ Reserved parking for carpoolers near workplace

☐ Lower parking rates for carpoolers

☐ Free parking for carpoolers

☐ Other (please tell us more):

☐ I have no interest in carpooling

What are the top 3 things that would motivate you to bike (or bike more often) for your trips to or in Bremerton when things return to normal **after COVID**? (Please only select up to 3)

☐ Access to publicly available bikes through a bike share company

☐ Improved existing bike lanes

☐ Shower facilities at my workplace

☐ New bike lanes

☐ More buses with bike racks

☐ Provide better directional signals for bikes

☐ Bike lockers at my workplace, ferry terminal, etc.

☐ Protected/separated bicycle lanes/trails

☐ Other (please tell us more):

☐ I have no interest in biking

# Appendix A: Survey instrument, continued

In your opinion, what are the three most important projects to improve travel in Bremerton (please select only 3)?

- ☐ Roadway capacity projects (added lanes, new roads, turn lanes, etc.)
- ☐ Roadway efficiency projects (traffic signal improvements, roundabouts)
- ☐ Active travel improvements (bike lanes, sidewalks, crosswalks, etc.)
- ☐ Commute technology programs (real-time traffic, transit, or parking information; increased cost to park during high-demand times, etc.)
- ☐ Public information and incentive programs (support finding/creating rideshare options, transit fare incentives, etc.)
- ☐ More parking available at park and ride lots
- ☐ Shipyard access improvements (vehicle queue lanes, kiss and ride drop-off areas, bike accessibility)
- ☐ Public transit projects (HOV/Bus-Only lanes)
- ☐ Other (please tell us more):

Did we miss anything? Are there any other ideas you have for improving travel in Bremerton when things return to normal **after COVID**? Please describe them briefly here.

Do you want to receive updates about Bremerton's Transportation Plan?

- ☐ No
- ☐ Yes

As plans continue to develop, what are the top 3 best ways to keep you updated? (Please only select up to 3)

- ☐ Facebook
- ☐ Mail updates
- ☐ Twitter
- ☐ Print newspaper
- ☐ Email updates (please provide email address):
- ☐ Online newspaper
- ☐ Public events/presentations
- ☐ Project website
- ☐ Other (please tell us more):

## Appendix A: Survey instrument, continued

Finally, we have a few demographic questions about you. Your answers are anonymous and will be combined with those of other respondents for analysis purposes.

What is your home zip code?

In what city or town do you live?

How do you identify?

- ☐ Female
- ☐ Male
- ☐ Not listed here
- ☐ Prefer not to answer

How old are you?

- ☐ 17 or younger
- ☐ 18-24
- ☐ 25-34
- ☐ 35-44
- ☐ 45-54
- ☐ 55-64
- ☐ 65-74
- ☐ 75 or older

Primary language(s) spoken at home (check all that apply)

- ☐ English
- ☐ Spanish
- ☐ Tagalog
- ☐ German
- ☐ Chinese (e.g., Mandarin, Cantonese, Fuzhounese)
- ☐ French
- ☐ Korean
- ☐ Vietnamese
- ☐ Russian, Polish, or other Slavic languages
- ☐ Other (please tell us more):

# Appendix A: Survey instrument, continued

How do you identify? Please select all that apply.

☐ American Indian or Alaska Native

☐ Asian or Asian-American

☐ Black or African American

☐ Hispanic or Latino/a/x

☐ Native Hawaiian or Other Pacific Islander

☐ White

☐ Not listed here (please tell us more):

What was your total household income (before taxes) for 2020?

☐ Less than \$25,000

☐ \$25,000 to \$49,999

☐ \$50,000 to \$74,999

☐ \$75,000 to \$99,999

☐ \$100,000 to \$149,999

☐ \$150,000 to \$199,999

☐ \$200,000 or more

☐ Don't know

## Appendix B: Recruitment materials – Social media post

**City of Bremerton - Government**  
February 5 · 🌐

Message from Mayor [Greg Wheeler](#): The City of Bremerton is launching a study in cooperation with the U.S. Navy to find real solutions to gridlock and parking issues from heavy commuter traffic in and around the City. The effort is one of Mayor Wheeler's initiatives to address traffic challenges and plan for future growth. Please join us on Tuesday, Feb. 9 at 5 PM for a virtual public meeting to learn more about the transportation study.

See the announcement below or visit our website for meeting details at: <https://bit.ly/3aBG6px>.

Make sure your voice is heard and let us know about your commute or how you get around Bremerton. Visit Bremerton Commuter Survey (<https://bit.ly/2MWuRjl>) to participate.

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## Joint Compatibility Transportation Plan

*A transportation study focused on Bremerton commuters and Shipyard access.*



# YOU'RE INVITED!

# ONLINE OPEN HOUSE

*Members of the Bremerton community and people who commute to and around Bremerton are invited to attend this public meeting.*

*Project staff will introduce the goals and schedule for the study during a brief presentation followed by question and answer session.*

## February 9, 2021

## 5pm to 6:15pm

Hosted By:



**ZOOM MEETING LINK:**  
<https://us02zoom.us/j/938298132069?pwd=ZWVkdjZlbnBldUJlc0FudDZkdzYyZWpjdz09>

**Pastorale: 207534**

© Telephone:  
Call for higher quality, toll-free numbers on your current number.  
US +1 202 219 6762 or +1 800 800 8000 or +1 800 248 7799 or +1 301  
712 8962 or +1 312 628 6766 or +1 328 225 6666  
Mexico ID: 855 8962 6766  
Pastorale: 207534  
International numbers available: <http://www.tollfreeusa.com/>

More information about the project may be found by visiting the project's webpage at [www.BremertonWA.gov/JCTP](http://www.BremertonWA.gov/JCTP)

Language and ADA accommodations may be requested by contacting Katie Kettner at 360.473.5334



## Appendix B: Recruitment materials – Website

2020-2021 Sidewalk Work Plan

6th St Pavement Preservation (Phase I)

6th St Pavement Preservation (Phase II)

6th St Pavement Preservation (Phase III)

Accessible Parking Installation

Bremerton School Zone Safety Improvements

Burwell/Warren Sewer Pipe Cleaning and Inspection

Downtown Bicycle & Pedestrian Improvements

East 11th & Perry Ave Streets Improvement

Home > Our Government > Projects > Joint Compatibility Transportation Plan

### Joint Compatibility Transportation Plan

**Bremerton Commuter Survey**  
Survey active now through February 21, 2021.  
[Click here](#) for details!

**Overview**  
The City of Bremerton has been awarded a Department of Defense Office of Economic Adjustment grant to undertake a comprehensive commuter traffic plan. The award is the culmination of an effort, led by Mayor Wheeler, that demonstrates the Navy's common interest with the City to resolve traffic and parking conflicts. The study, formally called the "Joint Compatibility Transportation Plan", will create a responsive and actionable plan to address transportation issues in Bremerton and ensure Bremerton's growth will not impede Naval Base Kitsap – Bremerton missions which are critical to our Nation's military readiness.

**Joint Compatibility Transportation Plan**  
A transportation study focused on Bremerton commuters and Shipyard access.

**Commuter Survey**  
<http://bit.ly/CommuteBremerton>

Members of the Bremerton community and people who commute to and around Bremerton are invited participate in a commuter survey.

Survey will be active from 2/2/2021 until 2/21/2021

More information about the project may be found by visiting the project's webpage at [www.BremertonWA.gov/JCTP](http://www.BremertonWA.gov/JCTP)

Language and ADA accommodations may be requested by contacting Katie Ketterer at 360-473-5334

**Contact Us**  
  
Katie Ketterer  
Project Manager  
Ph: 360-473-5334  
[Email](#)

PRR

**B**  
CITY OF  
BREMERTON

BREMERTON  
WASHINGTON

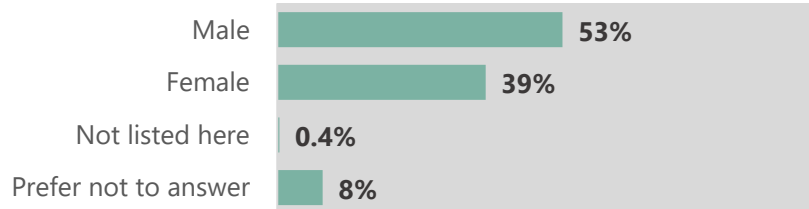
**Parametrix**  
ENGINEERING . PLANNING . ENVIRONMENTAL SCIENCES

41

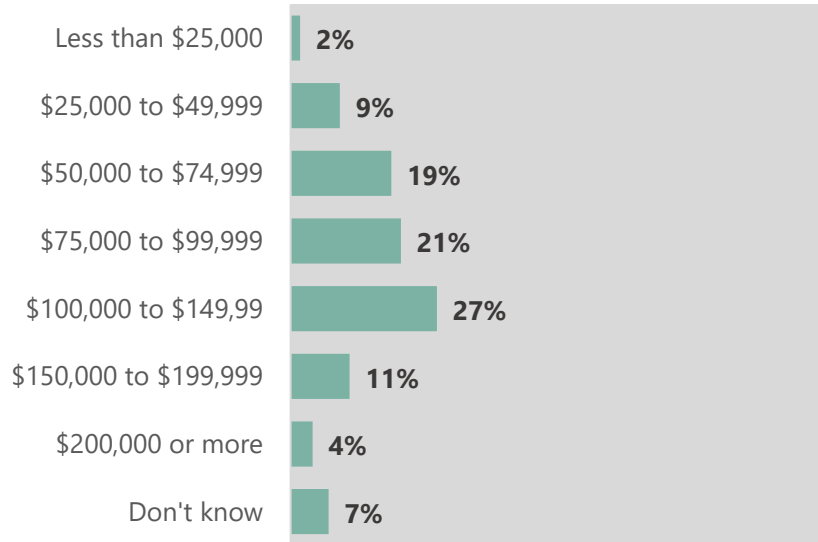


# Appendix C: Demographic Profile – Part 1

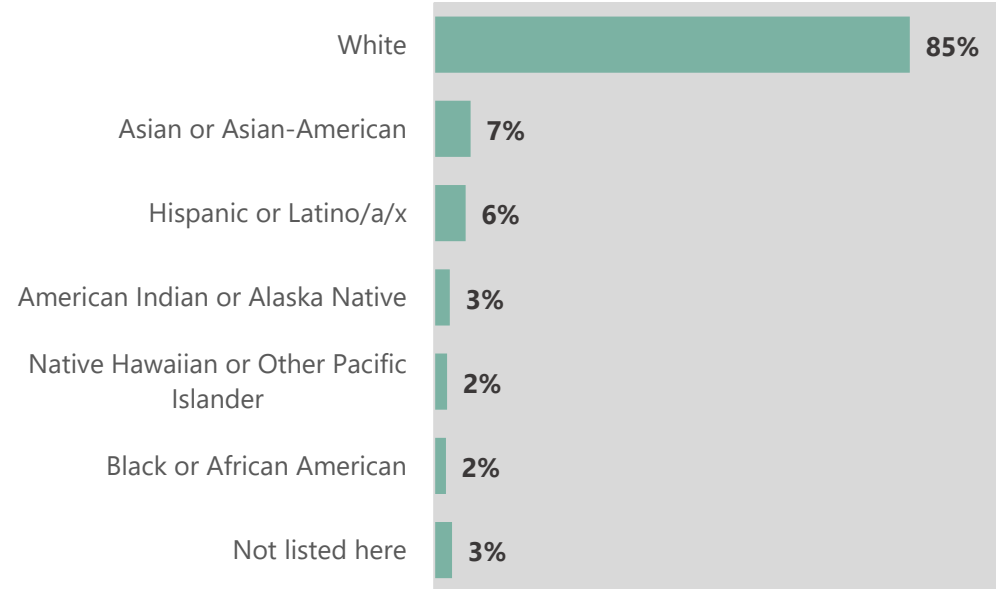
**Gender** (n = 455)



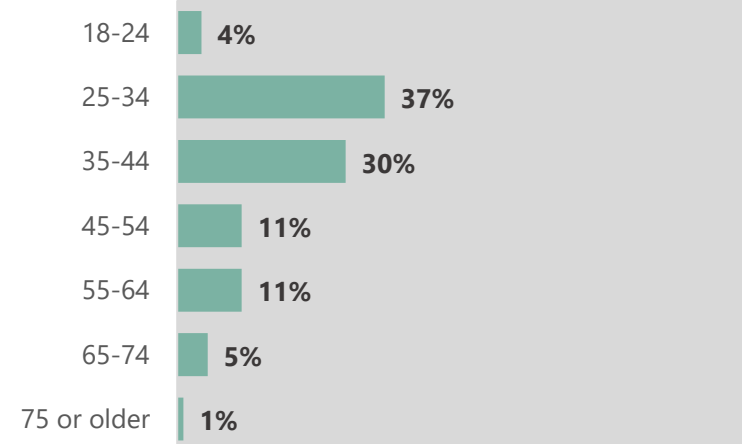
**Income** (n = 436)



**Race** (n = 431)



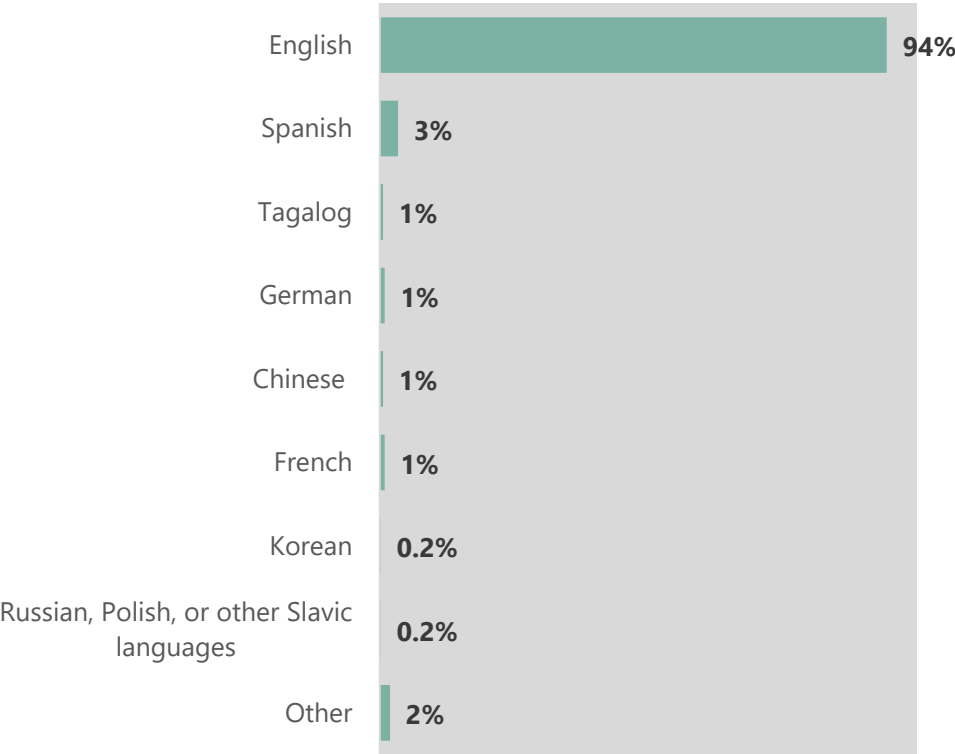
**Age** (n = 477)



*Due to rounding, or options where participants could select multiple answers, percentages may not sum to 100%. Rounding occurs on all demographic slides.*

# Appendix C: Demographic Profile – Part 2

**Language** (n = 467)



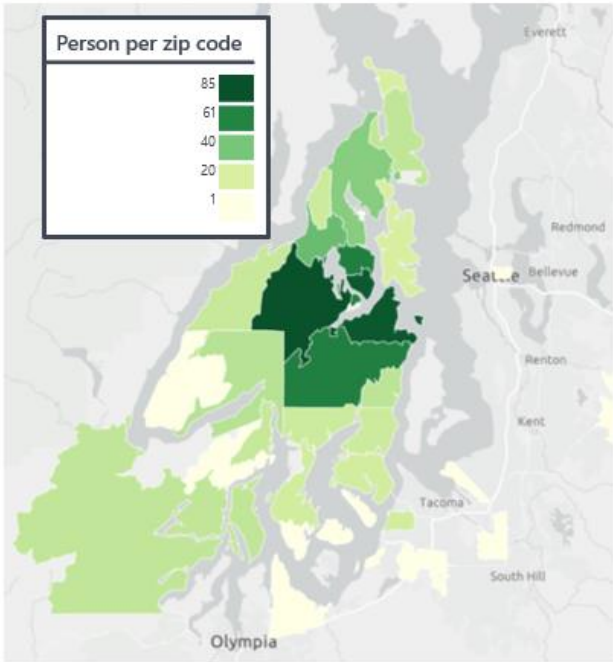
Due to rounding, or options where participants could select multiple answers, percentages may not sum to 100%. Rounding occurs on all demographic slides.

**Residency** (n = 446)

City	Percentage
Bremerton	50%
Port Orchard	21%
Silverdale	5%
Poulsbo	4%
Gig Harbor	3%
Belfair	2%
Olalla	2%

Note: Areas with 1% or fewer respondents not shown.

**Residency distribution** (N=449)



## Appendix B - Workshop Ideas

Joint Compatibility Transportation Plan - Workshop #1 Preliminary Ideas for Consideration

IDEAS	BREAKOUT ROOM
New / Expanded Parking	
Add park-and-ride in West Bremerton and establish frequent shuttle service between P&R and NBK-BR	GP/Freight
Added parking outside of downtown with frequent shuttle service	GP/Freight
Add more parking in Port Orchard and increase foot-ferry frequency	GP/Freight
Add capacity to park-and-rides at Sedgewick, Treemont and Mile Hill	GP/Freight
Partner with Port of Bremerton to provide parking and run shuttles from PSIC	GP/Freight
Park-and-Ride near SR 3/Kitsap Way interchange	Transit
Park-and-Ride near SR 3/Loxie Eagans interchange (West Hills)	Transit
Add park-and-ride locations outside of Downtown	Parking
Park-and-Ride near downtown similar to Gateway	Transit
Park-and-Ride at Port	Transit
Park-and-Ride in Port Orchard	Transit
Expand parking through public/private partnerships. New downtown parking should be mixed-use with active street-level uses.	Parking

Joint Compatibility Transportation Plan - Workshop #1 Preliminary Ideas for Consideration

IDEAS	BREAKOUT ROOM
Capacity Projects: changes in lanes, signals, intersection control, etc	
Fix the SR 3 / 310 interchange; update signals or replace with RABs	GP/Freight
Improve SR 3/ Loxie Eagan interchange (poor pedestrian environment + signal/stops signs work poorly together)	GP/Freight
Design Washington Avenue/Manette Bridge RAB to accommodate/forward compatible 2050 growth	GP/Freight
Replace signals with RABs in downtown	GP/Freight
Access management on Kitsap Way between Corbett and Oyster Bay	
Add westbound lane on Kitsap Way at Marine Drive, and drop into double left @ National	
Add transit lane along Kitsap Way (westbound 11th to SR 3)	
Improve intersection operations at Naval/Burwell, includes proposed Naval Ave road diet	
Add a roundabout at Burwell/Naval Ave and other locations near the Base	GP/Freight
Reconfigure Callow/Burwell intersection to better serve primary movements / reduce congestion	GP/Freight
Build road/ramps directly from SR 3 to Charleston Gate	GP/Freight
Add capacity on SR 3, especially in southbound direction	GP/Freight
Build a bypass to PSIC	GP/Freight
Add capacity at SR 3/SR 304 interchange	GP/Freight
Reversible lane of SR 3	GP/Freight
HOV lane along SR 304	Transit
Dedicated transit lane along Kitsap Way	Transit
Dedicated transit lane through Gorst (must be paired with enforcement)	Transit
BAT lanes or dedicated center lanes along future BRT corridors	Transit
Pedestrian scrambles near the State St, Burwell, and Bremerton gates	Active Transportation
Add LPI to all signals	GP/Freight
Dedicated transit road from SR 3 to downtown	Transit
Opticom at every signalized intersection to allow for transit to pre-empt	GP/Freight
Evaluate road diets on 6th St and 11th St to provide bike facilities.	Active Transportation
Ramp metering	GP/Freight
Traffic Management Center	GP/Freight
Variable message signs	GP/Freight
Incident response on SR 3	GP/Freight
Build projects proposed in SR 303 study	GP/Freight
Roadway improvements to get employees out of NBK and onto SR 3 SB	Transit
Signalize intersections near potential Park-and-Rides	Transit

Joint Compatibility Transportation Plan - Workshop #1 Preliminary Ideas for Consideration

IDEAS	BREAKOUT ROOM
Projects on Base	
Move some Naval operations (e.g. NEX) to Bangor	GP/Freight
Stagger shipyard shifts, especially with ferry arrivals	GP/Freight
Improve gate progression to decrease queuing in the AM peak	GP/Freight
Move gates further into the Base to reduce queuing on City streets	GP/Freight
Add commuter parking on Base	GP/Freight
More parking at NBK-BR	Transit
Add parking at NBK	Parking
Enhance access to NBK from the West to reduce congestion in Downtown	Parking

Joint Compatibility Transportation Plan - Workshop #1 Preliminary Ideas for Consideration

IDEAS	BREAKOUT ROOM
Transit Service / Frequency	
Run KT bus service into the Base	GP/Freight
Concentrate Worker/Driver routes along main corridors	Transit
Ferry service from West Seattle	Transit
Change Worker/Driver to pick up and drop off at same point to accommodate non-NBK employees	Transit
Dedicated transit for uniformed NBK employees	Transit
More bus routes to the shipyard	Transit
Microtransit to main corridors that have frequent/BRT routes	Transit
Shuttle service between P&Rs and downtown Bremerton (regular bus route with high frequency)	Transit
Downtown circulator bus	Parking
Ferry to/from Gorst or Port Orchard	Transit
Partner with Port Orchard to incentivize foot-ferry ridership	
Commuter boats to cross Port Washington Narrows (examples from Thailand or Chicago)	Transit
Change to minimum usage for Worker/Driver program	Transit
More driver for KT to increase frequency	Transit
Cover more shift times with bus and/or Worker/Driver	Transit
2 early morning buses	Transit
Expand vanpool program	GP/Freight
Switch Worker/Driver buses to vans, change frequency to more than once each direction	Transit
Worker/Driver late bus (similar to sports team buses) or on-call shuttle	Transit
Larger ferries or more frequency for fast ferry routes (particularly Anapolis FF)	Transit

Joint Compatibility Transportation Plan - Workshop #1 Preliminary Ideas for Consideration

IDEAS	BREAKOUT ROOM
Active Transportation	
Consider a mobility hub at the Gateway P&R for first/last mile connections.	Active Transportation
Pedestrian overpass to Charleston gate	GP/Freight
Active transportation improvements at existing Park-and-Rides (pedestrian/ADA improvements, convenient/safe/well lit facilites)	Transit
Create more bike lanes; remove sharrows	GP/Freight
Improve pedestrian conditions in the downtown core	GP/Freight
Add reasonably spaced pedestrian crossings	GP/Freight
Ped bridge from Port Orchard	Transit
Grade separated crossing on Charleston Blvd. (Charleston Beach Rd? Ferragut St?)	Active Transportation
At grade crossing enhancements at Charleston Blvd & Charleston Beach Rd	Active Transportation
At grade crossing enhancements at Charleston Blvd & Farragut St (e.g. high visibility crosswalks and other safety updates)	Active Transportation
Stripe the crosswalk at Charleston Blvd & Rodgers St by the bus stop.	Active Transportation
Grade separated crossing on State St	Active Transportation
Gondola from Port Orchard to Bremerton.	Active Transportation
Off-street trail from Gorst to downtown Bremerton.	Active Transportation
Establish a safe E/W walking route along the north perimeter of the base	Active Transportation
Upgrade pedestrian facilities in the vicinity of the State St gate to establish a safe, comfortable walking route to the Base.	Active Transportation
Upgrade pedestrian facilities on Montgomery Ave from 6th St to 1st St to establish a safe, comfortable walking route from the Gateway P&R to the Base.	Active Transportation
Inventory sidewalk obstructions/disrepair/ADA issues throughout downtown and identify priority locations for upgrades.	Active Transportation
Install bike locker parking outside (and/or inside) the State Street, Burwell, and Bremerton gates. Naval and Charleston would also benefit from bike parking, but are less of a priority due to lower pedestrian traffic.	Active Transportation
Explore pedestrian/bike upgrades near the Charleston gate to incentivize their use.	Active Transportation
Extend the planned bike facilities to provide bike access to the Charleston, Montgomery, Naval, and State gates.	Active Transportation
Develop a biking map of downtown Bremerton, including how to access/navigate the Base by bike.	Active Transportation
Evaluate what planned bike facilities can be upgraded to provide more comfort (e.g. bike lane instead of sharrows, protected bike lane instead of bike lane, etc.). Do this with an eye for establishing continuous networks without gaps. (e.g. requests for providing more protection on Burwell, Warren, and 1st)	Active Transportation



Joint Compatibility Transportation Plan - Workshop #1 Preliminary Ideas for Consideration

IDEAS	BREAKOUT ROOM
Implement bike/ped improvements proposed for the SR 303 Study. Need better N/S connection for cyclists in the vicinity of Warren Ave.	Active Transportation
Upgrade Kitsap Way to be more comfortable for people walking and biking. This includes adding new crossings, upgrading existing crossings, and adding protected bike lanes.	Active Transportation
Upgrade Charleston Blvd to be more comfortable for people walking and biking. This includes adding new crossings, upgrading existing crossings, and adding protected bike lanes.	Active Transportation
Add/upgrade sidewalks in the neighborhood west of Charleston Blvd.	Active Transportation
Evaluate safety enhancements at the site of the pedestrian fatality near the north side of the Base.	Active Transportation
Remove the proposed sharrow west of Charleston Blvd - it is not feasible given terrain and cost.	Active Transportation
Provide safety enhancements at 1st & Callow, which is a dangerous crossing.	Active Transportation
Add crossings west of State on Burwell - there are a few intersections where it's indicated that people are not allowed to cross.	Active Transportation

Joint Compatibility Transportation Plan - Workshop #1 Preliminary Ideas for Consideration

IDEAS	BREAKOUT ROOM
Education / Marketing	
Launch an education/marketing campaign to make sure people in Bremerton and on the Base know about what options are available to them already – where is bike storage, how do the worker-driver buses work, you can bike through the base, etc	Active Transportation
Increase communication and marketing for vanpools	Transit
Education on worker/driver program (guaranteed ride home, easy to change routes, real time tracking app)	Transit
Joint marketing campaign for City or KT - education on the fact that non-NBK employees can alos use the worker/driver program	Transit
Education to increase NBK worker base commuting from Seattle (reverse commute)	Transit
Parking education program about transportation and parking options	Parking

Joint Compatibility Transportation Plan - Workshop #1 Preliminary Ideas for Consideration

IDEAS	BREAKOUT ROOM
Parking Management / Policy	
Require contractors to park at a Park-and-Ride location outside of Downtown with frequent transit service to work	Parking
Revisit on-street parking management strategies including permit programs and paid parking in Downtown	Parking
Establish a transportation management association	Parking
Restrict new parking in Downtown (i.e. commuter parking)	Parking
Identify priority users for parking (i.e. commuters vs. residents/businesses)	Parking
Increase parking violation fines	Parking
Parking cash-out for new development (including a policy change to reduce parking)	Parking
Prioritize rideshare and vanpool stalls in existing facilities	Parking
Repurpose parking lots for other travel modes	Parking
Commuter permits for City-owned facilities	Parking

Joint Compatibility Transportation Plan - Workshop #1 Preliminary Ideas for Consideration

IDEAS	BREAKOUT ROOM
Programs/Technologies/Incentives to encourage mode shift	
Maintain Telework options currently available to Base	GP/Freight
No payment for transit	Transit
Incentives to ride transit	Transit
Reduced fare and regular bus passes. Reduced fare based on income	Transit
Provide incentives for mode shift away from SOV for residents of neighborhoods along SR 303	GP/Freight
Provide free parking for vanpools	GP/Freight
Operate City run rideshare program	GP/Freight
Co-locate worker/driver stops with origins (daycares, schools, etc)	Transit
Affordable on-site daycare	GP/Freight
App similar to OneBusAway	Transit
Improve technology to make the Worker/Driver program more efficient	Transit

Joint Compatibility Transportation Plan - Workshop #1 Preliminary Ideas for Consideration

IDEAS	BREAKOUT ROOM
Other	
Align with other planned projects	GP/Freight
Identify who you're designing for (have solutions meet the needs)	GP/Freight
Keep in mind growth especially through Gorst	GP/Freight
Use the Navy's rail line to move people	GP/Freight
Reduce posted speeds	GP/Freight
Better enforcement of HOV lanes	GP/Freight
Funnel drivers to desired arterials through design/traffic calming	GP/Freight
Separate truck traffic from GP traffic; provide load/unload zones and restrict time of day	GP/Freight
Enforcement at at-capacity or over-capacity P&Rs	Transit
Make Callow area more liveable - get NBK employees with live near NBK	Transit
Incentivize development with sidewalks and bike lane improvements near developable land	Transit
Keep Worker/Driver system map more up-to-date	Transit
More TOD at P&Rs	Transit
Kayaking from Port Orchard	Transit
Off-board payment for transit	Transit
More shelters at transit stops with lighting	Transit